Appendix K

Traffic Impact Analysis

KUNZMAN ASSOCIATES, INC.

BACK BAY LANDING

TRAFFIC IMPACT ANALYSIS

July 3, 2013

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

KUNZMAN ASSOCIATES, INC.

BACK BAY LANDING

TRAFFIC IMPACT ANALYSIS

July 3, 2013

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Back Bay Landing

Traffic Impact Analysis

This report contains the traffic impact analysis for the Back Bay Landing project in the City of Newport Beach. The traffic report contains documentation of existing traffic conditions, traffic generated by the project, distribution of the project generated traffic to the surrounding roadway network, and an analysis of future traffic conditions. Each of these topics are contained in separate sections of the report. The first section is "Findings", and subsequent sections expand upon the findings. In this way, information on any particular aspect of the study can be easily located by the reader.

The project site is currently developed as a recreation vehicle/boat storage facility and is located at 300 East Coast Highway, on the northwest corner of the Bayside Drive and East Coast Highway intersection. The proposed project is the redevelopment of an approximately 7-acre site. The existing project site is currently developed with storage space for recreational vehicles and small boats on trailers, a marina, Pearson's Port, and overflow parking for adjacent residential uses. The proposed project design includes constructing a mixed-use development including retail, restaurant, office, dry stack storage, residential, and marina land uses. At this stage, the proposed design is conceptual, but includes the maximum likely quantity of land uses to be developed at the project site.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

1. Findings

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures.

Existing Traffic Conditions

a. The proposed project is the redevelopment of an approximately 7-acre site. The existing project site is currently developed as a storage space for recreational vehicles and small boats on trailers. The proposed project design includes constructing a mixed-use development including retail, restaurant, office, dry stack storage, residential, and marina land uses.

b. The project site currently has access to Bayside Drive.

c. Pursuant to discussions with the City of Newport Beach staff, the study area includes the following study area intersections:

Newport Boulevard SB Ramp (NS) at:
- West Coast Highway (EW)

Riverside Avenue (NS) at:
- West Coast Highway (EW)

Tustin Avenue (NS) at:
- West Coast Highway (EW)

Irvine Avenue (NS) at:
- 19th Street/Dover Drive (EW)
- 17th Street/Westcliff Drive (EW)

Dover Drive (NS) at:
- Westcliff Drive (EW)
- 16th Street (EW)
- West Coast Highway (EW)

Bayside Drive (NS) at:
- East Coast Highway (EW)

Jamboree Road (NS) at:
- San Joaquin Hills Road (EW)
- Santa Barbara Drive (EW)
- East Coast Highway (EW)

Santa Cruz Drive (NS) at:
- San Joaquin Hills Road (EW)

Santa Rosa Drive (NS) at:
San Joaquin Hills Road (EW)

Newport Center Drive (NS) at:
East Coast Highway (EW)

Avocado Avenue (NS) at:
East Coast Highway (EW)

MacArthur Boulevard (NS) at:
San Joaquin Hills Road (EW)
San Miguel Drive (EW)
East Coast Highway (EW)

d. For existing (Year 2012) traffic conditions, the study area intersections currently operate at Level of Service D or better during the morning/evening peak hours.

Traffic Summary

a. The proposed project design includes constructing a mixed-use development including retail, restaurant, office, dry stack storage, residential, and marina land uses. The project also proposes construction of a southbound right turn lane and conversion of the existing southbound through lane to a shared through/left turn lane at the Bayside Drive/East Coast Highway intersection. A westbound "right turn in" only access from East Coast Highway just west of Bayside Drive is proposed as an optional secondary access.

b. The net new trips generated by the proposed development is projected to be approximately 2,721 daily vehicle trips, 127 additional trips of which occur in the morning peak hour and 178 additional trips of which occur during the evening peak hour.

c. For existing (Year 2012) + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours.

d. As shown in Table 3 for the existing (Year 2012) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

e. The City of Newport Beach staff provided the list of approved and cumulative projects within the study area. The approved projects consist of development that has been approved but are not fully completed. Cumulative projects are known, but not approved project developments that are reasonably expected to be completed or nearly completed at the same time as the proposed project.

f. The Traffic Phasing Ordinance (TPO) analysis resulted in the following study area intersections exceeding the one-percent threshold and requiring additional analysis:

Riverside Avenue (NS) at:
West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Tustin Avenue (NS) at:
West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Irvine Avenue (NS) at:
19th Street/Dover Drive (EW) – Evening Peak Hour
17th Street/Westcliff Drive (EW) – Morning Peak Hour & Evening Peak Hour

Dover Drive (NS) at:
Westcliff Drive (EW) – Morning Peak Hour & Evening Peak Hour
16th Street (EW) – Morning Peak Hour & Evening Peak Hour
West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Bayside Drive (NS) at:
East Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) – Morning Peak Hour & Evening Peak Hour
Santa Barbara Drive (EW) – Evening Peak Hour
East Coast Highway (EW) – Evening Peak Hour

g. For existing + growth (Year 2017) + approved projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

h. For existing + growth (Year 2017) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

i. As shown in Table 6 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the

morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

j. For existing + growth (Year 2017) + approved projects + cumulative projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

k. For existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

l. As shown in Table 8 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

m. Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 9. As previously noted, the project generated traffic did not result in a significant impact at the study area intersections.

n. Based upon the CMP thresholds, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

Recommended Improvements

a. Site-specific circulation and access recommendations are depicted on Figure 28.

b. On-site parking shall be provided to meet City of Newport Beach parking code requirements.

c. Sight distance at the project accesses shall be reviewed with respect to City of Newport Beach standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

d. On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project and as approved by the City of Newport Beach.

Required Improvements

a. As shown in Table 3 for the existing (Year 2012) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

b. As shown in Table 6 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

c. As shown in Table 8 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

d. Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 9. As previously noted, the project is projected to not have a significant impact at the study area intersections.

e. Based upon the CMP thresholds, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

Other Considerations

a. Final design of the optional secondary access ("right turn in" only lane on East Coast Highway) will need to accommodate bicycle use along the corridor and will require coordination with and the approval of the California Department of Transportation, the Orange County Transportation Authority, and the Orange County Sanitation District. The driveway for the Orange County Sanitation District will need to be relocated so as not to interfere with the proposed "right turn in" only lane. Based on the posted speed limit of 50 miles per hour, and assuming partial deceleration of 10 miles per hour in the through lane, the recommended length of the deceleration lane is 315 feet (see California Department of Transportation, Highway Design Manual, May 7, 2012, Table 405.2B).

b. Queue analysis of CEQA traffic conditions of the northbound left from Bayside Drive into the project driveway resulted in nominal queues (less than one vehicle). The California Department of Transportation Highway Design Manual recommends a minimum storage length of two vehicles, or 50 feet.

c. A minimum of 200 feet of southbound left turn storage length should be provided at the Bayside Drive/East Coast Highway intersection under the Existing Geometry evaluation (see Table 11).

d. A minimum of 120 feet of southbound left turn storage length should be provided at the Bayside Drive/East Coast Highway intersection under the Project-Related Improvements and Project-Related Improvements Plus Optional Secondary Access evaluations. The project is proposing 135 feet of southbound storage to prevent the overflow of queued southbound left vehicles from blocking the northbound left turn into the project site (see Figure 27).

e. Appropriate “KEEP CLEAR” signing and pavement markings should be provided at the Bayside Drive/Project Driveway intersection. With the proposed storage lengths, if the 95th-percentile queue is exceeded, there is an additional 35 feet of storage to the "KEEP CLEAR" limit line that could store approximately one more vehicle before the northbound left turn lane is blocked. Therefore, the southbound left turn queue is not expected to reach the "KEEP CLEAR" zone, but it is recommended as a precautionary measure.

2. Project Description

This section discusses the project's location, proposed development, and traffic characteristics of such a development. Figure 1 shows the project location map. Figure 2 illustrates the site plan.

Location

The project site is located at 300 East Coast Highway in the City of Newport Beach. The project site currently has access to Bayside Drive.

Proposed Development

The proposed project is the redevelopment of an approximately 7-acre site. The existing project site is currently developed as a storage space for recreational vehicles and small boats on trailers. The proposed project design includes constructing a mixed-use development including retail, restaurant, office, dry stack storage, residential, and marina land uses. This traffic analysis evaluates the maximum likely quantity of land uses to be developed at the project site.

The project proposes to improve the southbound approach of Bayside Drive/East Coast Highway. The project-related improvements include widening the roadway to accommodate left turn, shared through/left turn, and exclusive right turn southbound lanes. In addition, the project also proposes an optional secondary access consisting of "right turn in" only access from East Coast Highway. [These evaluations are analyzed and discussed in the section titled Other Considerations (Section 10)].

Figure 1
Project Location Map

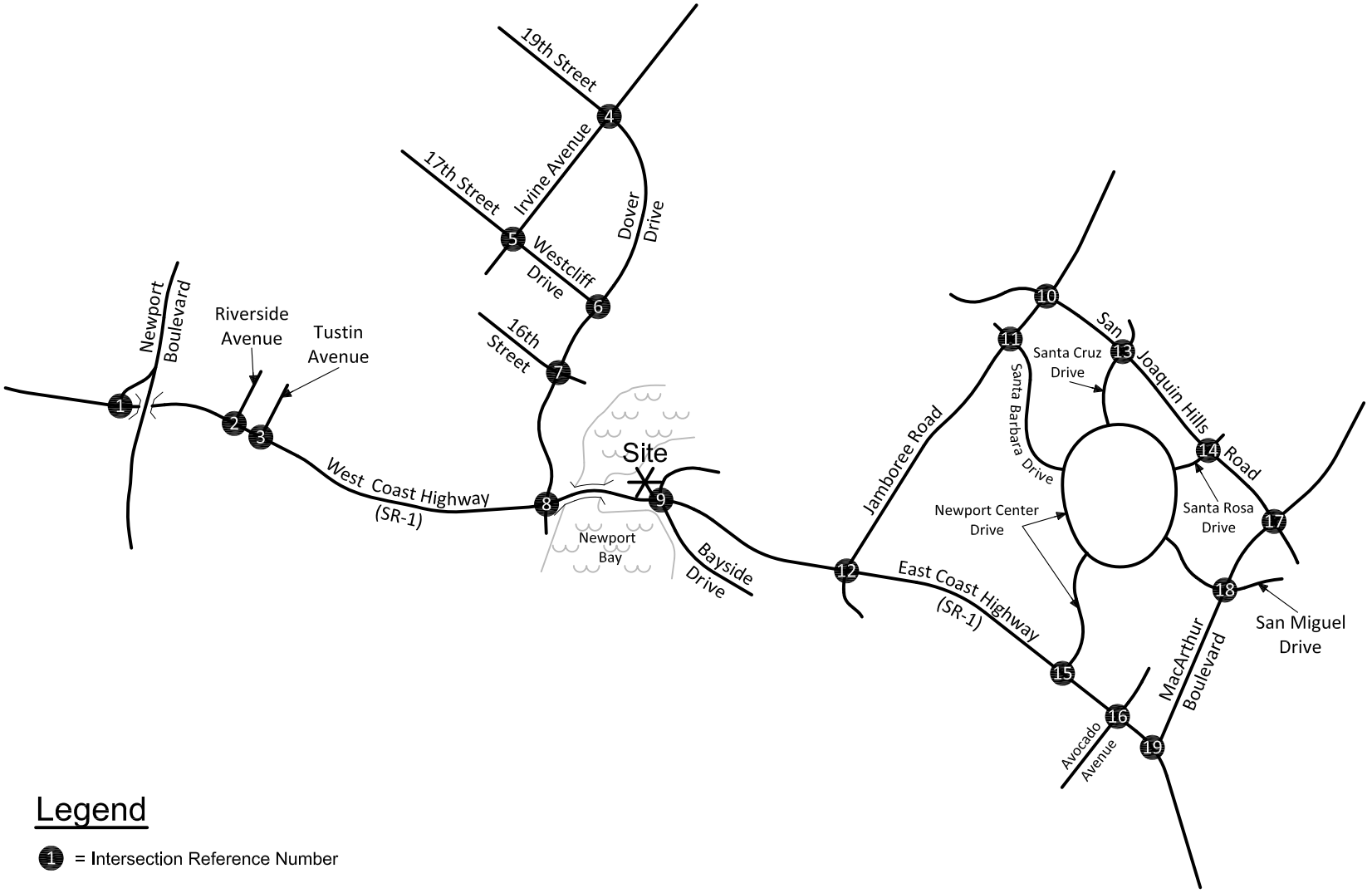

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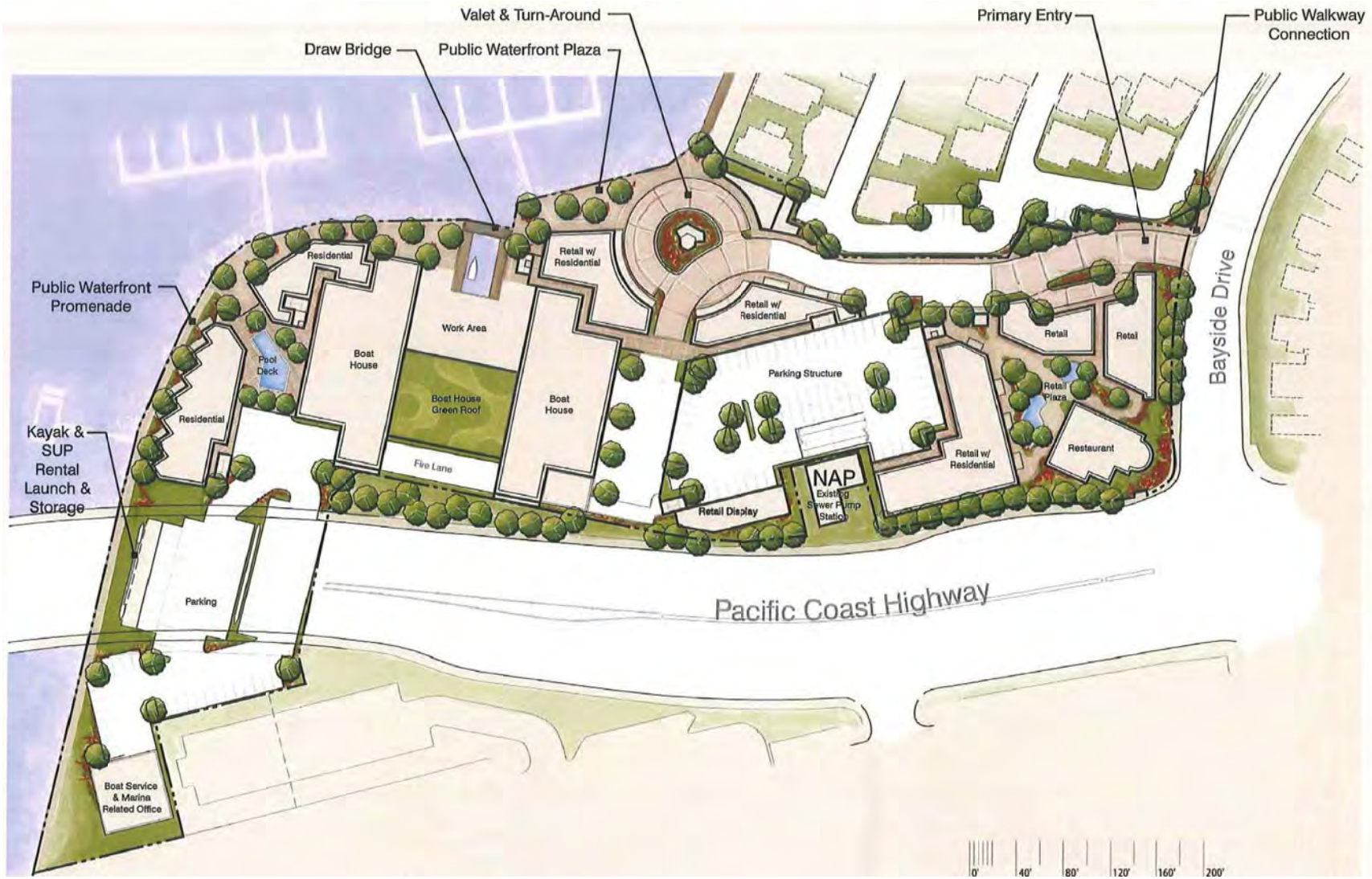
Figure 2
Site Plan



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3. Existing Traffic Conditions

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 8.

Study Area Intersections

Pursuant to discussions with the City of Newport Beach staff, the study area includes the following study area intersections:

Newport Boulevard (NS) at:
- West Coast Highway (EW)

Riverside Avenue (NS) at:
- West Coast Highway (EW)

Tustin Avenue (NS) at:
- West Coast Highway (EW)

Irvine Avenue (NS) at:
- 19th Street/Dover Drive (EW)
- 17th Street/Westcliff Drive (EW)

Dover Drive (NS) at:
- Westcliff Drive (EW)
- 16th Street (EW)
- West Coast Highway (EW)

Bayside Drive (NS) at:
- East Coast Highway (EW)

Jamboree Road (NS) at:
- San Joaquin Hills Road (EW)
- Santa Barbara Drive (EW)
- East Coast Highway (EW)

Santa Cruz Drive (NS) at:
- San Joaquin Hills Road (EW)

Santa Rosa Drive (NS) at:
- San Joaquin Hills Road (EW)

Newport Center Drive (NS) at:
- East Coast Highway (EW)

Avocado Avenue (NS) at:
- East Coast Highway (EW)

MacArthur Boulevard (NS) at:
San Joaquin Hills Road (EW)
San Miguel Drive (EW)
East Coast Highway (EW)

Existing Travel Lanes and Intersection Controls

Figure 3 identifies the existing intersection controls and Figure 4 illustrates the existing number of through lanes for the study area intersections.

Existing Master Plan of Arterial Highways

Figure 5 exhibits the current City of Newport Beach General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 5. This figure shows the nature and extent of arterial highways that are needed to serve adequately the ultimate development depicted by the Land Use Element of the General Plan. Figure 6 shows the City of Newport Beach General Plan roadway cross-sections.

Existing Traffic Volumes

The City of Newport Beach staff provided Year 2011/2012 morning and evening peak hour approach volumes at each study area intersection (see Appendix B). Existing (Year 2012) morning and evening peak hour intersection turning movement volumes are shown on Figures 7 and 8, respectively.

Existing Intersection Capacity Utilization

Consistent with the City of Newport Beach approved methodology, the technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing (Year 2012) traffic conditions have been calculated and are shown in Table 1. Existing (Year 2012) Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C. For existing (Year 2012) traffic conditions, the study area intersections currently operate at Level of Service D or better during the morning/evening peak hours.

Table 1

Existing (Year 2012) Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour ICU-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Newport Boulevard SB Ramp (NS) at:															
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	0	0	3	1>>	0.84-D	0.72-C
Riverside Avenue (NS) at:															
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	1.5	0.5	1	3	1	0.66-B	0.76-C
Tustin Avenue (NS) at:															
West Coast Highway (EW)	TS	0	0	0	0	1	0	1	1.5	0.5	0	2.5	0.5	0.63-B	0.57-A
Irvine Avenue (NS) at:															
19th Street/Dover Drive (EW)	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	0.52-A	0.61-B
17th Street/Westcliff Drive (EW)	TS	2	2	d	2	2	d	2	1.5	0.5	1	1.5	0.5	0.45-A	0.70-B
Dover Drive (NS) at:															
Westcliff Drive (EW)	TS	2	2	0	0	1	1	2	0	1>>	0	0	0	0.43-A	0.44-A
16th Street (EW)	TS	1	2	d	1	2	d	0.5	0.5	d	1	1	1	0.50-A	0.50-A
West Coast Highway (EW)	TS	1	1.5	0.5	3	1	1	2	2.5	0.5	1	3	1>>	0.61-B	0.67-B
Bayside Drive (NS) at:															
East Coast Highway (EW)	TS	2.3	0.3	0.3	1	0.5	0.5	1	3	1	1	3.5	0.5	0.64-B	0.61-B
Jamboree Road (NS) at:															
San Joaquin Hills Road (EW)	TS	1	3	1>>	2	3	1>>	1.5	1.5	1	1.5	1.5	1	0.60-A	0.81-D
Santa Barbara Drive (EW)	TS	1	3	1	2	3	1	1	1	1	1.5	0.5	1	0.48-A	0.61-B
East Coast Highway (EW)	TS	1	1.5	0.5	1	2	1>>	3	3.5	0.5	2	4	1	0.56-A	0.65-B
Santa Cruz Drive (NS) at:															
San Joaquin Hills Road (EW)	TS	2	0.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.31-A	0.34-A
Santa Rosa Drive (NS) at:															
San Joaquin Hills Road (EW)	TS	1	1	1>	1	1	1	1	2.5	0.5	2	2.5	0.5	0.33-A	0.47-A
Newport Center Drive (NS) at:															
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.36-A	0.44-A
Avocado Avenue (NS) at:															
East Coast Highway (EW)	TS	1	1	1	1.5	0.5	1>>	1	3	d	1	3	1	0.44-A	0.50-A
MacArthur Boulevard (NS) at:															
San Joaquin Hills Road (EW)	TS	2	3	1	2	3	1>>	3	2.5	0.5	1	2	1>>	0.63-B	0.72-C
San Miguel Drive (EW)	TS	2	3	1	2	3	1>	3	1.5	0.5	2	1.5	0.5	0.52-A	0.47-A
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.67-B	0.64-B

[1] L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane

[2] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix C).

[3] TS = Traffic Signal

Figure 3
Existing Intersection Controls

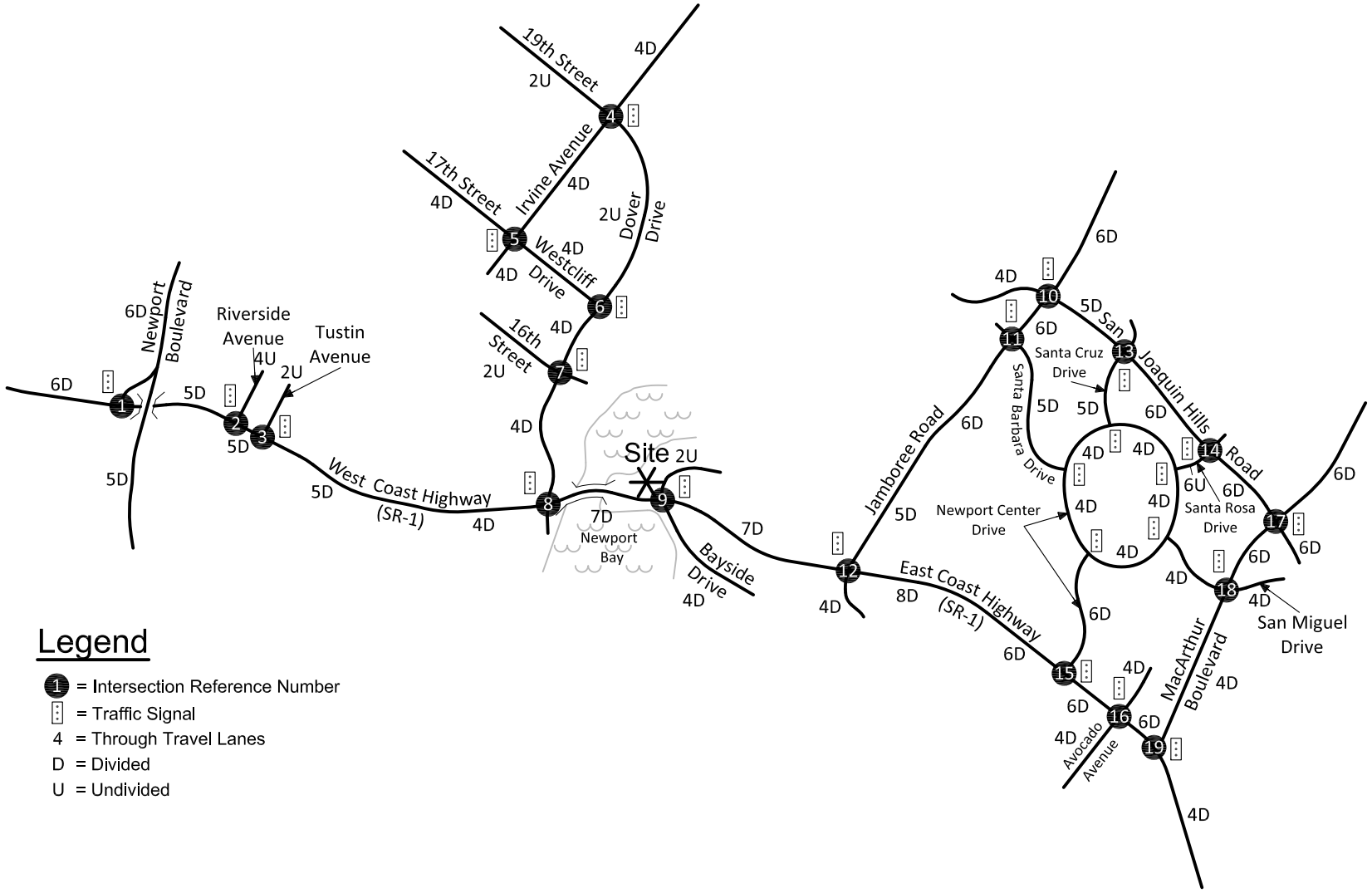

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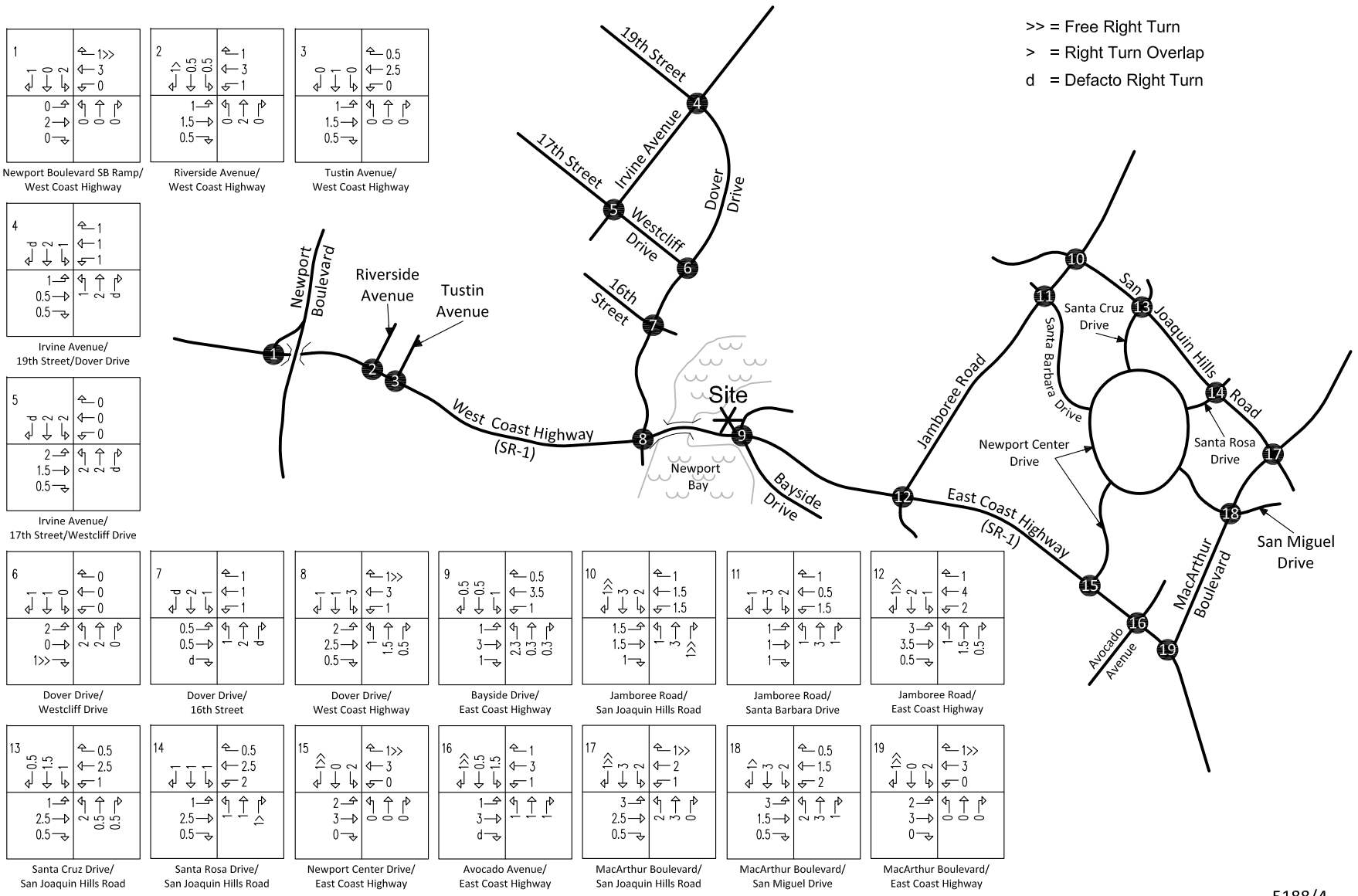
Figure 4
Existing Travel Lanes



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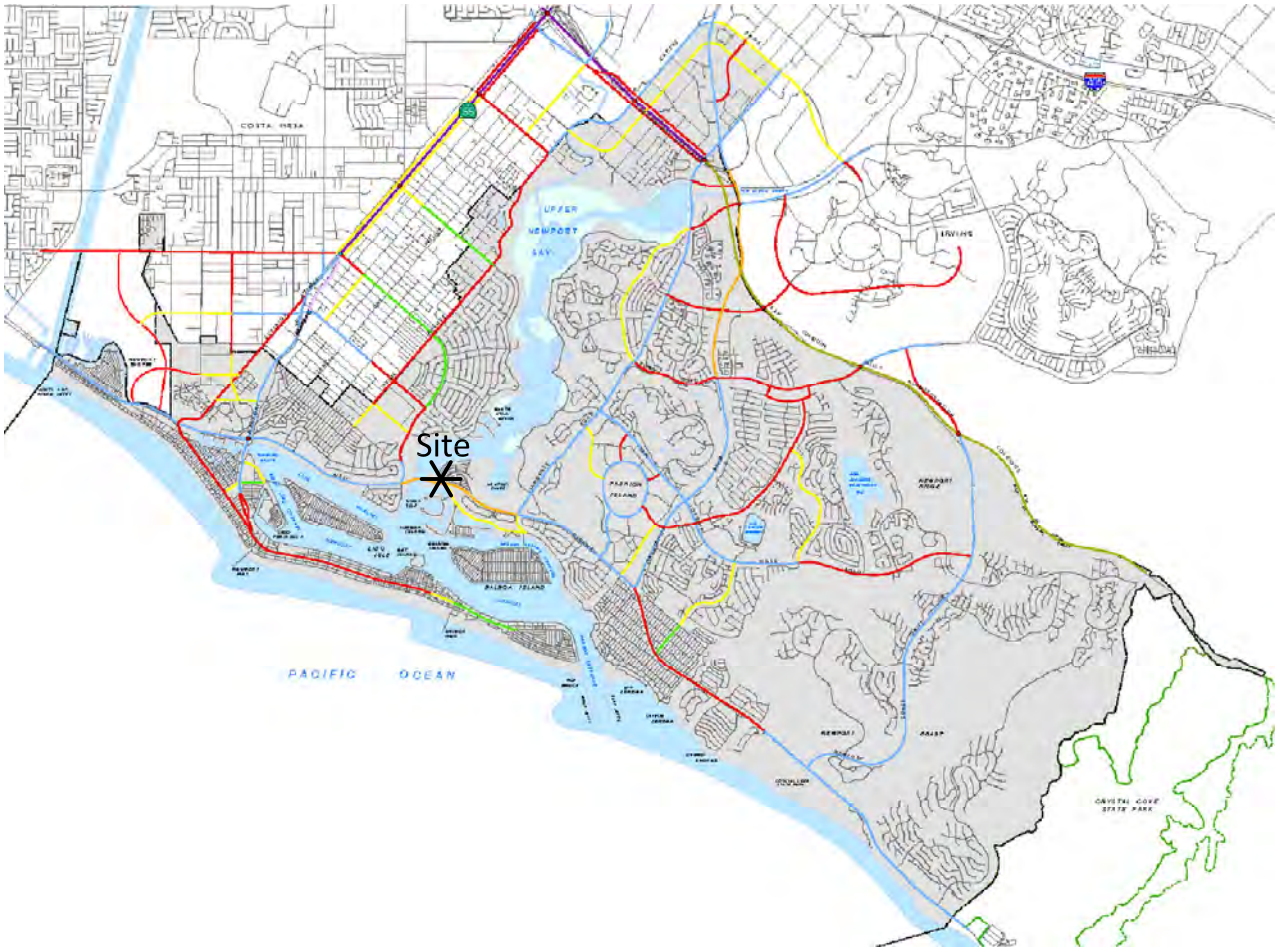
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 5
City of Newport Beach General Plan Circulation Element



Legend

- ADOPTED INTERCHANGE
- PROPOSED INTERCHANGE
- ROUTES REQUIRING FURTHER COORDINATION **0.75 Miles**
- COMMUTER ROADWAY (TWO LANE UNDIVIDED) **3.24 Miles**
- SECONDARY ROAD (FOUR LANE UNDIVIDED) **16.88 Miles**
- SECONDARY (NOT BUILT) **0.28 Miles**
- PRIMARY ROAD (FOUR LANE DIVIDED) **29.62 Miles**
- PRIMARY ROAD (NOT BUILT) **3.05 Miles**
- MAJOR ROAD (SIX LANE DIVIDED) **30.64 Miles**
- EIGHT LANE ROAD (DIVIDED) **2.81 Miles**
- SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR **5.32 Miles**
- ADOPTED FREEWAY ROUTES **4.48 Miles**
- FUTURE FREEWAY EXTENSION **0.75 Miles**

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Source: City of Newport Beach

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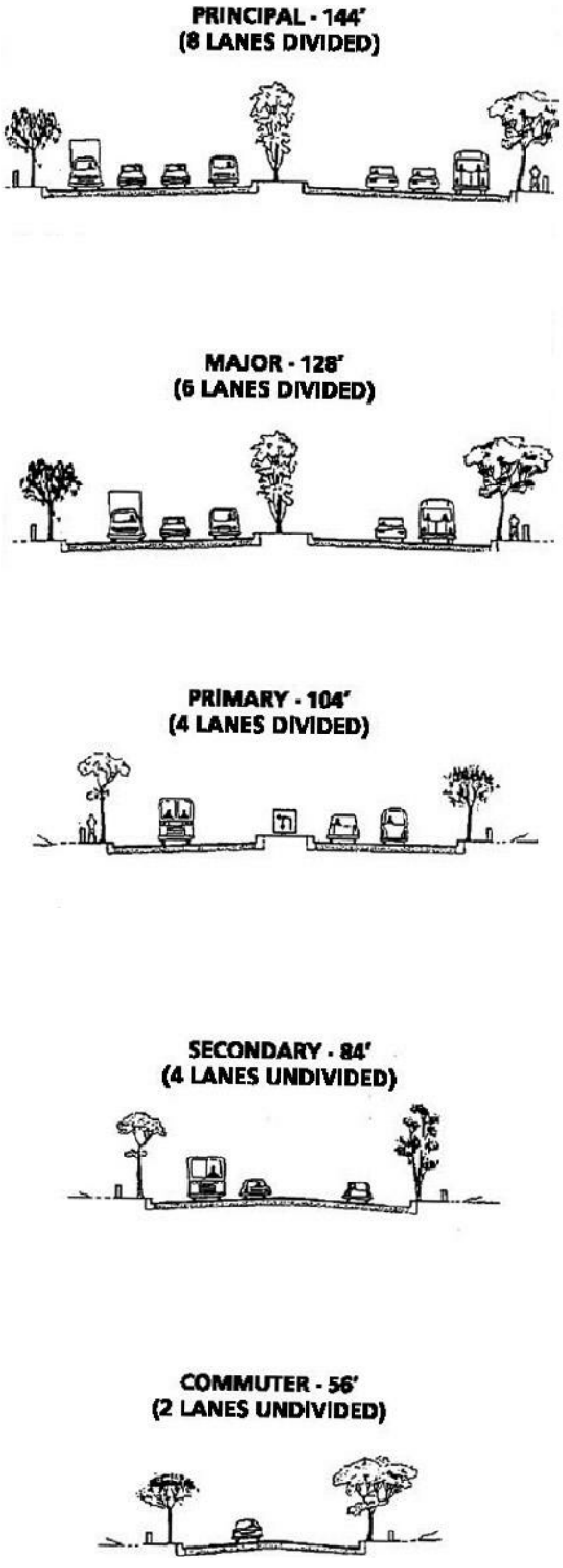
Figure 6
City of Newport Beach General Plan Roadway Cross-Sections



Source: City of Newport Beach

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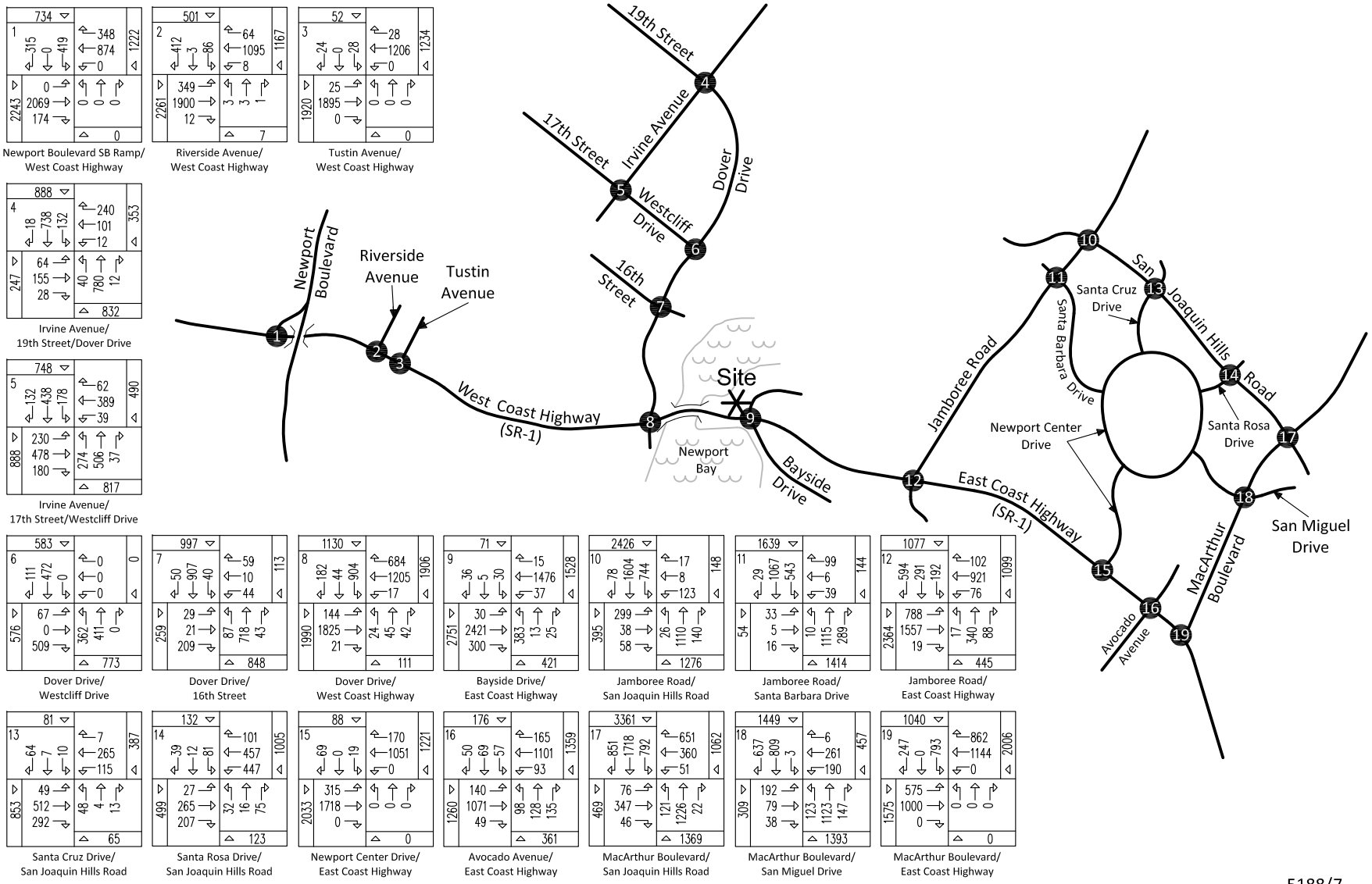
Figure 7
Existing (Year 2012)
Morning Peak Hour Intersection Turning Movement Volumes



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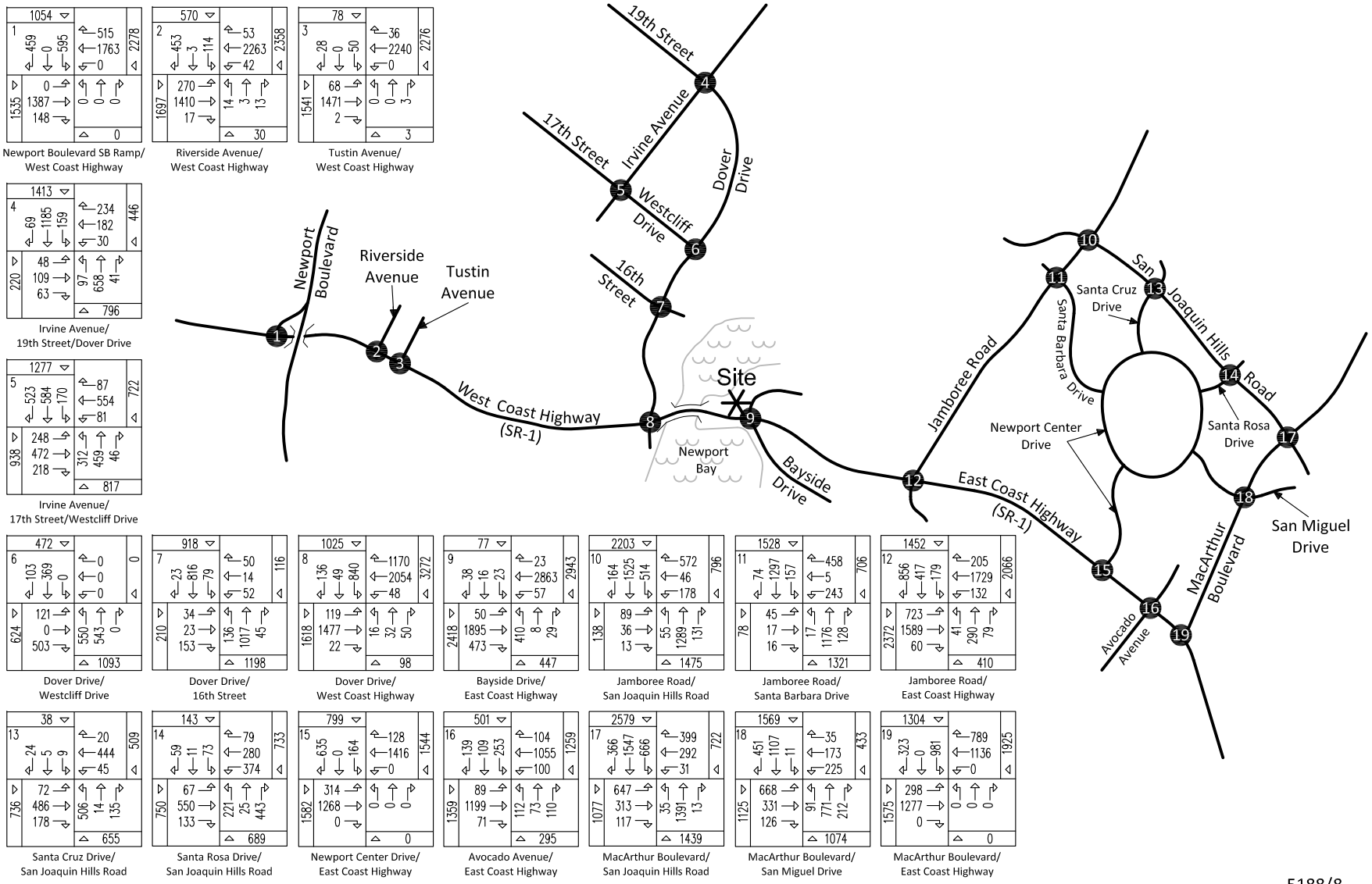
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 8
Existing (Year 2012)
Evening Peak Hour Intersection Turning Movement Volumes



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Intersection reference numbers are in upper left corner of turning movement boxes.

4. Project Traffic

The proposed project is the redevelopment of an approximately 7-acre site. The existing project site is currently developed as a storage space for recreational vehicles and small boats on trailers. The proposed project design includes constructing a mixed-use development including retail, restaurant, office, dry stack storage, residential, and marina land uses. This traffic analysis evaluates the maximum likely quantity of land uses to be developed at the project site.

Trip Generation

Trips generated by the existing project were determined by collecting traffic volumes over a two day period at the project driveway (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. Only the RV/boat storage and kayak launch land uses would be displaced by the proposed project. As shown in Table 2, the displaced land uses generate approximately 39 daily vehicle trips, 3 of which occur during the morning peak hour and 8 of which occur during the evening peak hour.

The trips generated by the proposed project are determined by multiplying an appropriate trip generation rate by the quantity of land use.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the project-generated traffic volumes are determined. Table 2 exhibits the trip generation rates, project peak hour volumes, and project daily traffic volumes. The trip generation rates are derived from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 and from Linscott, Law, and Greenspan, Dry Stack Boat Storage: Appendix D – Trip Generation Study Data, 2007 (see Appendix D).

The proposed development is projected to generate approximately 2,760 daily vehicle trips, 130 of which occur during the morning peak hour and 186 of which occur during the evening peak hour.

It should be noted that a 43% pass-by trip reduction was applied to the restaurant land uses based upon the Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004. Diversion of the pass-by trips was accounted for at the intersection of Bayside Drive/East Coast Highway.

Because the proposed project would replace the existing storage space, the trip generation of the proposed project is equal to the net new trips between the proposed project and the existing development. The net new trips generated by the proposed development is projected to be approximately 2,721 daily vehicle trips, 127 additional trips of which occur in the morning peak hour and 178 additional trips of which occur during the evening peak hour.

Trip Distribution and Assignment

Trip distribution is the determination of the directional orientation of traffic. It is based on the geographical location of employment centers, commercial centers, recreational areas, or residential area concentrations. The TPO requires the trip distribution percentages to be in increments of 5%. Trip assignment is the determination of which specific route development traffic will use, once the generalized trip distribution is determined. The basic factors affecting route selection are minimum time path and minimum distance path.

Figures 9 and 10 contain the directional distributions and assignment of the project trips for the proposed land uses.

Project-Related Traffic

Based on the identified trip generation and distributions, project morning and evening peak hour intersection turning movement volumes are shown on Figures 11 and 12, respectively.

Table 2

Project Trip Generation[1]

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

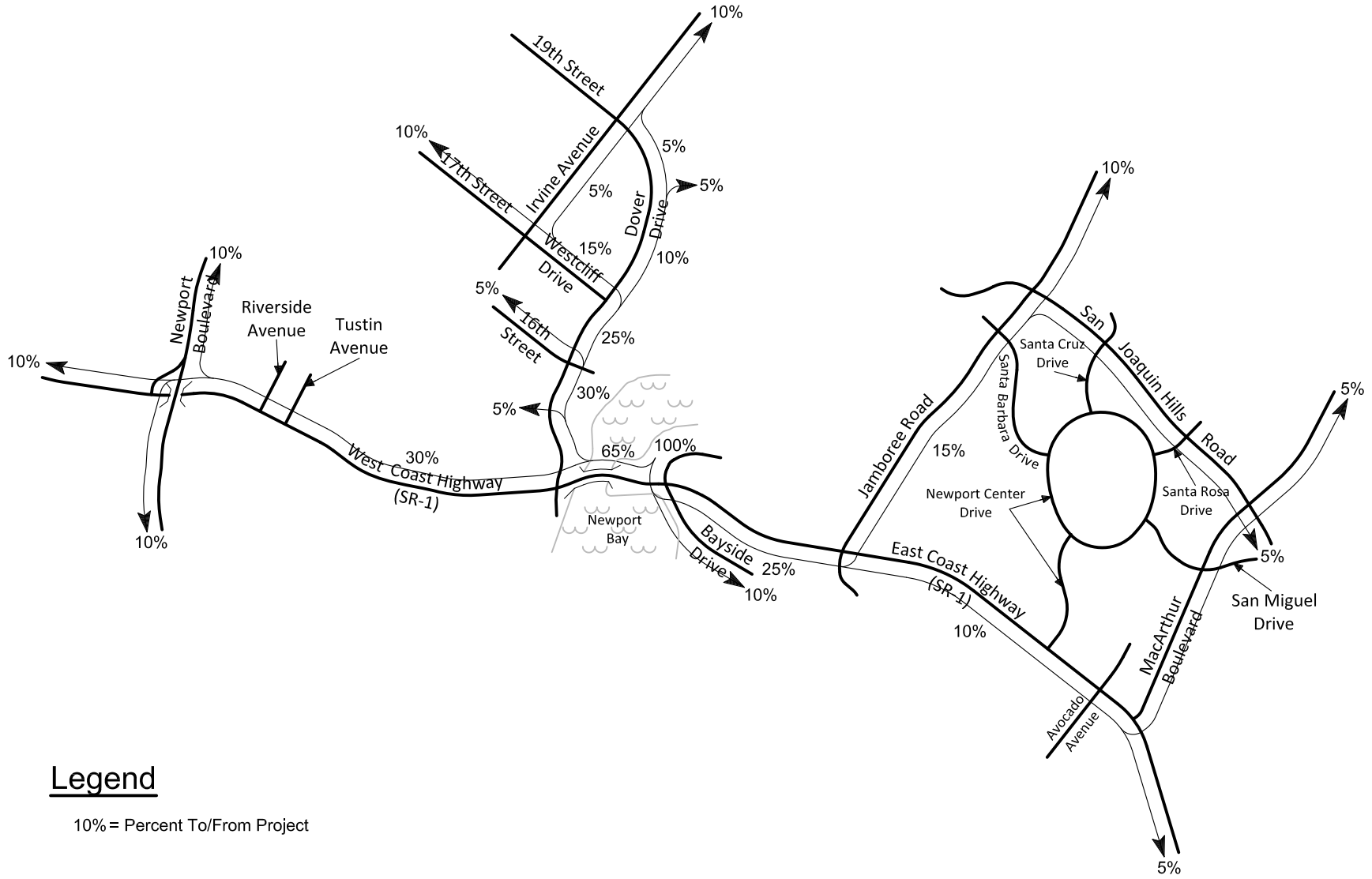

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Figure 10
Project Trip Distribution - Residential

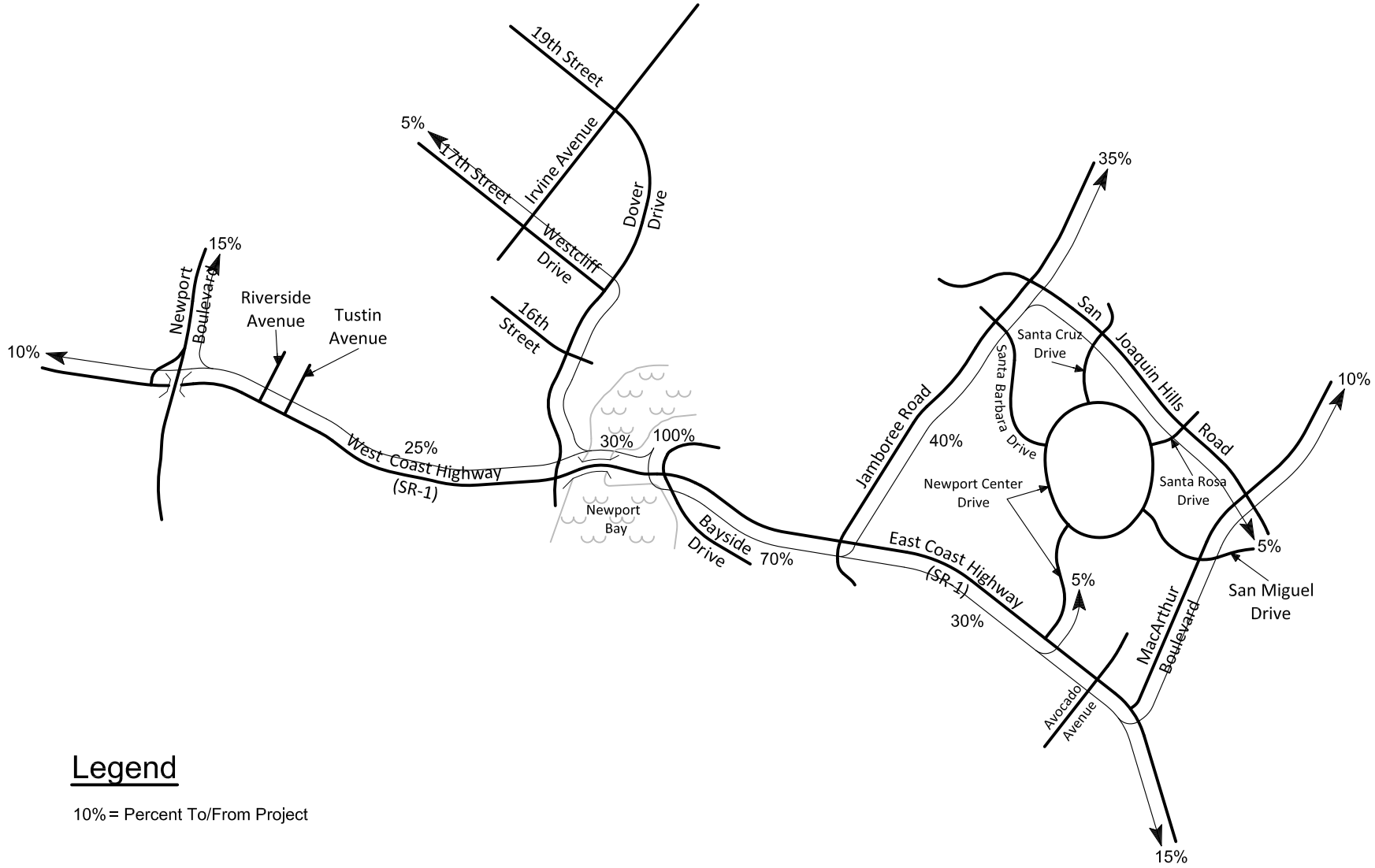

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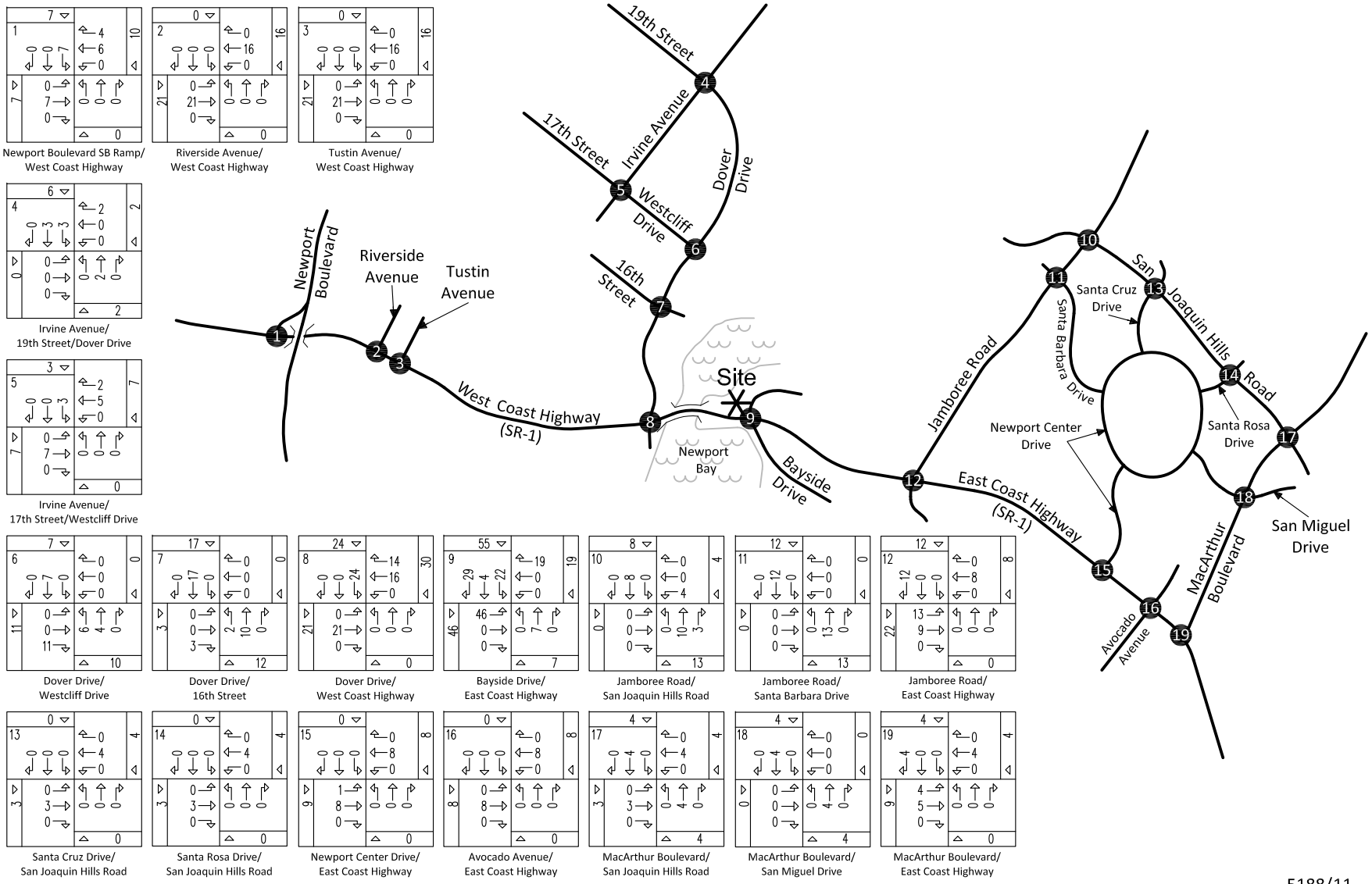
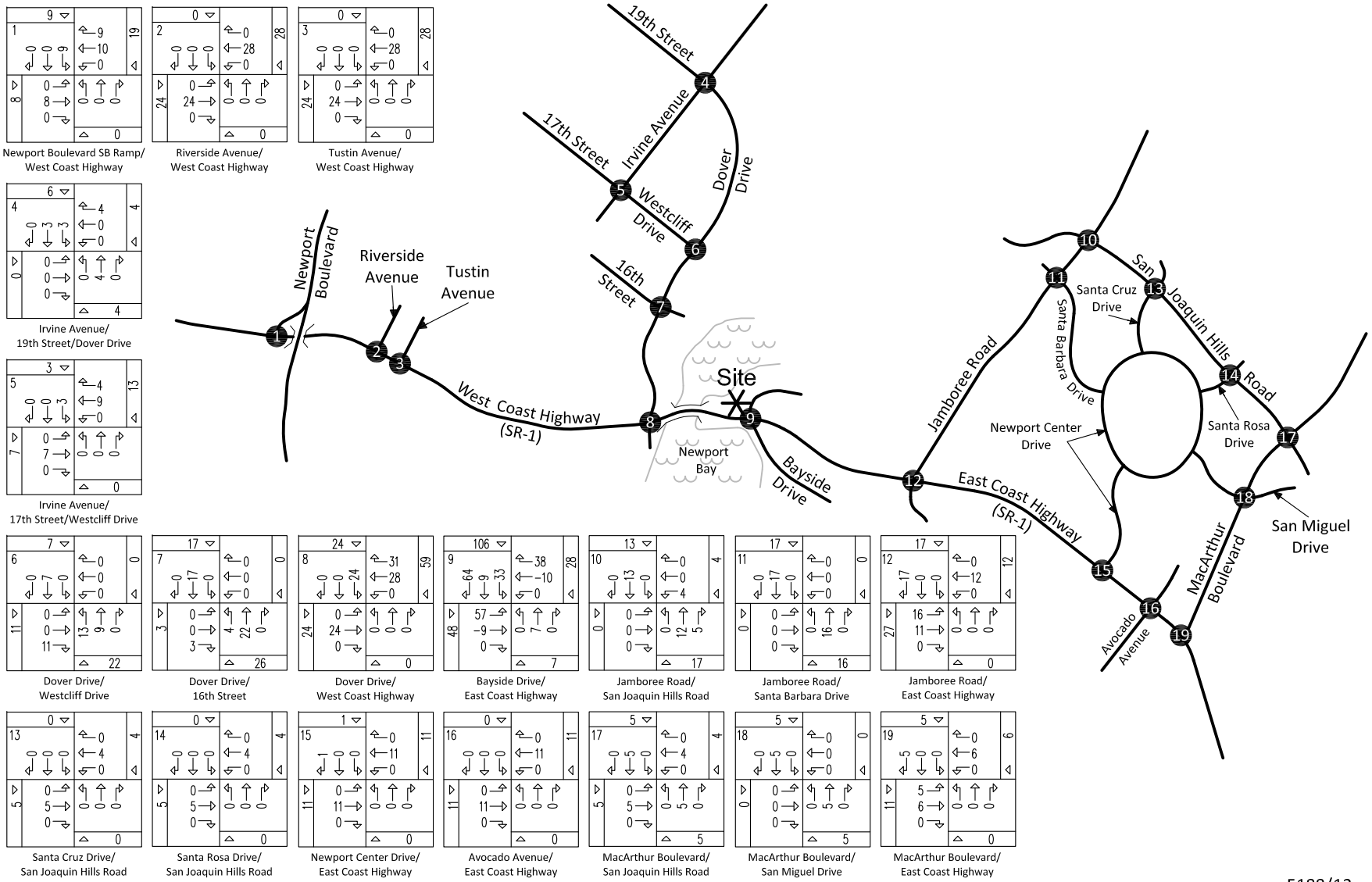
Figure 11
Project Morning Peak Hour Intersection Turning Movement Volumes



5188/11

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 12
Project Evening Peak Hour Intersection Turning Movement Volumes



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Intersection reference numbers are in upper left corner of turning movement boxes.

5. Existing (Year 2012) + Project Analysis

The existing (Year 2012) + project analysis has been completed for the study area intersections based upon California Environmental Quality Act (CEQA) requirements (this part of the analysis is consistent with CEQA).

Intersection Capacity Utilization

The City of Newport Beach methodology used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing (Year 2012) + project traffic conditions have been calculated and are shown in Table 3. Existing (Year 2012) + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 13 and 14, respectively. Existing (Year 2012) + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C. For existing (Year 2012) + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours.

Significance Criteria

The intersection significance criteria for the City of Newport Beach requires an increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

As shown in Table 3 for the existing (Year 2012) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

Table 3

Existing (Year 2012) + Project Intersection Capacity Utilization and Levels of Service

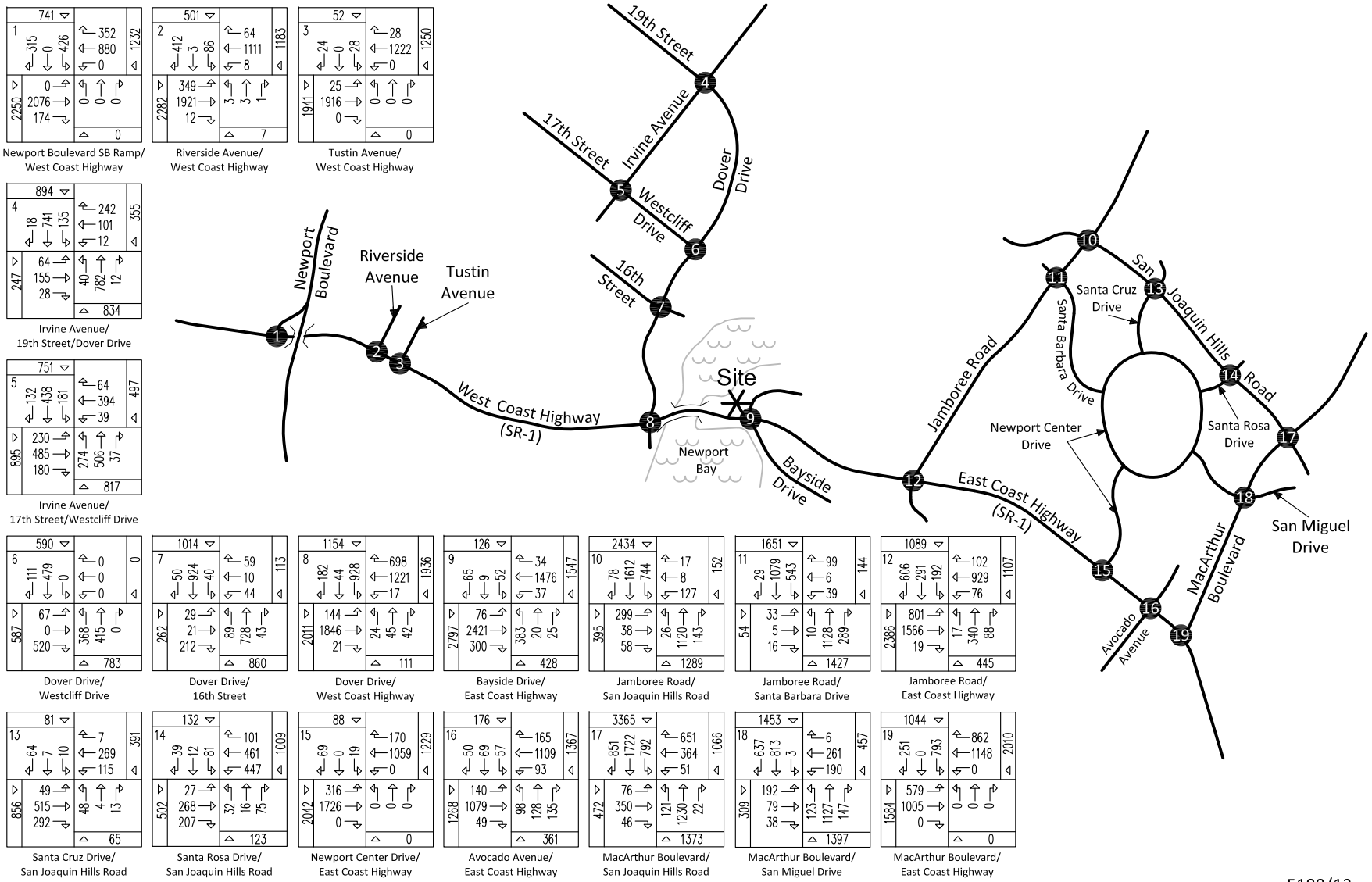
Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]					
		Northbound			Southbound			Eastbound			Westbound			Existing (Year 2012)		Existing (Year 2012) + Project		ICU Increase	
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at:																			
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	0	0	3	1>>	0.843-D	0.720-C	0.846-D	0.723-C	+0.003	+0.003
Riverside Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	1.5	0.5	1	3	1	0.660-B	0.763-C	0.667-B	0.769-C	+0.007	+0.006
Tustin Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	0	0	0	1	0	1	1.5	0.5	0	2.5	0.5	0.625-B	0.565-A	0.631-B	0.571-A	+0.006	+0.006
Irvine Avenue (NS) at:																			
19th Street/Dover Drive (EW)	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	0.516-A	0.607-B	0.520-A	0.611-B	+0.004	+0.004
17th Street/Westcliff Drive (EW)	TS	2	2	d	2	2	d	2	1.5	0.5	1	1.5	0.5	0.453-A	0.702-C	0.455-A	0.706-C	+0.002	+0.004
Dover Drive (NS) at:																			
Westcliff Drive (EW)	TS	2	2	0	0	1	1	2	0	1>>	0	0	0	0.429-A	0.440-A	0.435-A	0.449-A	+0.006	+0.009
16th Street (EW)	TS	1	2	d	1	2	d	0.5	0.5	d	1	1	1	0.496-A	0.495-A	0.504-A	0.504-A	+0.008	+0.009
West Coast Highway (EW)	TS	1	1.5	0.5	3	1	1	2	2.5	0.5	1	3	1>>	0.611-B	0.671-B	0.620-B	0.682-B	+0.009	+0.011
Bayside Drive (NS) at:																			
East Coast Highway (EW)	TS	2.3	0.3	0.3	1	0.5	0.5	1	3	1	1	3.5	0.5	0.641-B	0.609-B	0.663-B	0.696-B	+0.022	+0.087
Jamboree Road (NS) at:																			
San Joaquin Hills Road (EW)	TS	1	3	1>>	2	3	1>>	1.5	1.5	1	1.5	1.5	1	0.596-A	0.814-D	0.599-A	0.817-D	+0.003	+0.003
Santa Barbara Drive (EW)	TS	1	3	1	2	3	1	1	1	1	1.5	0.5	1	0.484-A	0.608-B	0.487-A	0.612-B	+0.003	+0.004
East Coast Highway (EW)	TS	1	1.5	0.5	1	2	1>>	3	3.5	0.5	2	4	1	0.562-A	0.648-B	0.566-A	0.653-B	+0.004	+0.005
Santa Cruz Drive (NS) at:																			
San Joaquin Hills Road (EW)	TS	2	0.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.309-A	0.340-A	0.309-A	0.341-A	0.000	+0.001
Santa Rosa Drive (NS) at:																			
San Joaquin Hills Road (EW)	TS	1	1	1>	1	1	1	1	2.5	0.5	2	2.5	0.5	0.330-A	0.465-A	0.330-A	0.466-A	0.000	+0.001
Newport Center Drive (NS) at:																			
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.364-A	0.444-A	0.366-A	0.447-A	+0.002	+0.003
Avocado Avenue (NS) at:																			
East Coast Highway (EW)	TS	1	1	1	1.5	0.5	1>>	1	3	d	1	3	1	0.444-A	0.495-A	0.446-A	0.498-A	+0.002	+0.003
MacArthur Boulevard (NS) at:																			
San Joaquin Hills Road (EW)	TS	2	3	1	2	3	1>>	3	2.5	0.5	1	2	1>>	0.631-B	0.724-C	0.633-B	0.726-C	+0.002	+0.002
San Miguel Drive (EW)	TS	2	3	1	2	3	1>	3	1.5	0.5	2	1.5	0.5	0.520-A	0.472-A	0.520-A	0.473-A	0.000	+0.001
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.666-B	0.636-B	0.668-B	0.639-B	+0.002	+0.003

[1] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix C).

[2] L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane

[3] TS = Traffic Signal

Figure 13
Existing (Year 2012) + Project
Morning Peak Hour Intersection Turning Movement Volumes



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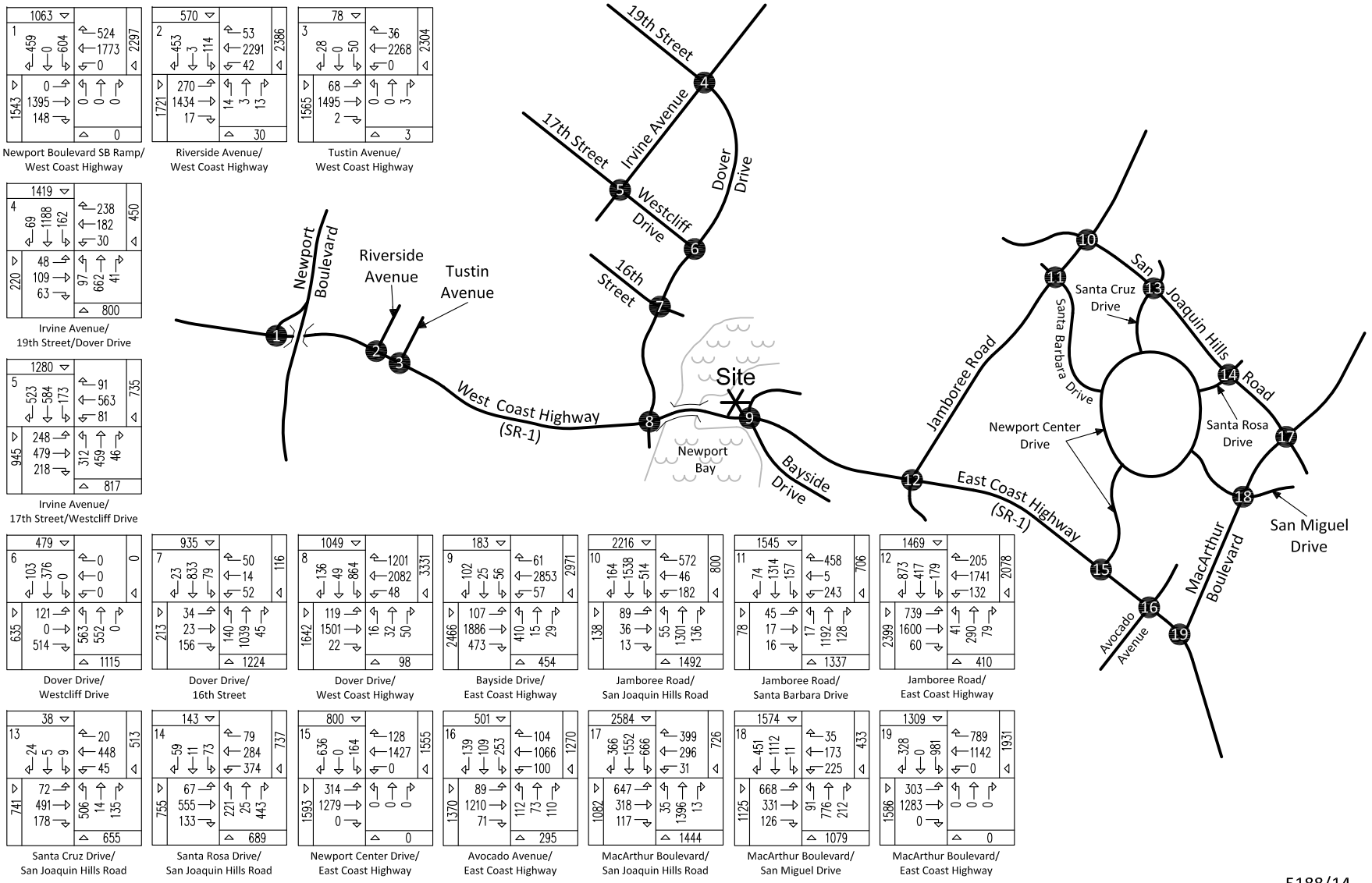
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 14
Existing (Year 2012) + Project
Evening Peak Hour Intersection Turning Movement Volumes



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Intersection reference numbers are in upper left corner of turning movement boxes.

6. TPO Analysis

The Traffic Phasing Ordinance (TPO) analysis has been performed for the study area intersections.

Approved Projects

The City of Newport Beach staff provided the list of approved projects within the study area for the TPO analysis. The approved projects consist of development that has been approved but are not fully completed (see Table 4 and Appendix E). The approved project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 15 and 16, respectively.

An approved project is one that has been approved pursuant to the TPO, requires no further discretionary approval by the City of Newport Beach, and has received, or is entitled to receive, a building or grading permit for construction of the project or one or more phases of the project. Trips generated by approved projects shall be included subject to the following:

- All trips generated by each approved project or that portion or phase of the approved project for which no certificate of occupancy has been issued shall be included in any traffic study conducted prior to the expiration date of that approved project.

- In the event a final certificate of occupancy has been issued for one or more phases of a approved project, all trips shall be included in subsequent traffic studies until completion of the first field counts required by Subsection 3(d)(i) subsequent to the date on which the final certificate of occupancy was issued. Subsequent to completion of the field counts, those trips generated by phases of the approved project that have received a final certificate of occupancy shall no longer be included in subsequent traffic studies.

- The City Traffic Engineer and Community Development Director shall maintain a list of approved projects and, at least annually, update the list to reflect new approvals pursuant to the TPO as well as completion of all or a portion of each approved project. An approved project shall not be removed from the approved project list until a final certificate of occupancy has been issued for all phases and the field counts required by Subsection 3(d)(i) have been taken subsequent to issuance of the certificate of occupancy.

- The total trips generated by approved projects shall be reduced by twenty (20%) to account for the interaction of approved project trips.

Regional Growth

To account for regional growth on roadways, Year 2017 traffic volumes have been calculated based on a 1 percent annual growth rate over a five-year period. The regional growth rate has been obtained from the City of Newport Beach (see Appendix F). The project is expected to open in Year 2016; therefore the traffic analysis is one year after opening year.

One-Percent Methodology

One-percent of the projected peak hour volumes of each approach of each study area intersection were compared with the peak hour distributed volumes from the proposed project. The TPO one-percent analysis calculation worksheets are shown within Appendix G.

If one-percent of the existing + growth (Year 2017) + approved projects traffic peak hour volumes of each approach is greater than the peak hour project generated approach volumes, no further analysis is required. If project generated peak hour approach volumes are higher than one-percent of the projected peak hour volumes on any approach of an intersection, the intersection would require analysis utilizing the Intersection Capacity Utilization methodology.

Existing + growth (Year 2017) + approved projects morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 17 and 18, respectively. Existing + growth (Year 2017) + approved projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 19 and 20, respectively.

Comparison of the one-percent of the existing + growth (Year 2017) + approved projects traffic peak hour approach volumes with the project generated peak hour approach volumes resulted in the following study area intersections exceeding the one-percent threshold and requiring additional analysis (see Table 5 and Appendix G):

Riverside Avenue (NS) at:
- West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Tustin Avenue (NS) at:
- West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Irvine Avenue (NS) at:
- 19th Street/Dover Drive (EW) – Evening Peak Hour
- 17th Street/Westcliff Drive (EW) – Morning Peak Hour & Evening Peak Hour

Dover Drive (NS) at:
- Westcliff Drive (EW) – Morning Peak Hour & Evening Peak Hour
- 16th Street (EW) – Morning Peak Hour & Evening Peak Hour
- West Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Bayside Drive (NS) at:
- East Coast Highway (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (NS) at:
- San Joaquin Hills Road (EW) – Morning Peak Hour & Evening Peak Hour
- Santa Barbara Drive (EW) – Evening Peak Hour
- East Coast Highway (EW) – Evening Peak Hour

Intersection Capacity Utilization

The City of Newport Beach methodology used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. The Intersection Capacity Utilization methodology (see Appendix C) is not the only method to analyze a signalized intersection, but the preferred method per the City of Newport Beach TPO. To calculate an Intersection Capacity Utilization value the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing + growth (Year 2017) + approved projects traffic conditions have been calculated and are shown in Table 6. Existing + growth (Year 2017) + approved projects Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C. For existing + growth (Year 2017) + approved projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

The Levels of Service for existing + growth (Year 2017) + approved projects + project traffic conditions have been calculated and are shown in Table 6. Existing + growth (Year 2017) + approved projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C. For existing + growth (Year 2017) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

Significance Criteria

The intersection significance criteria for the City of Newport Beach requires an increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

As shown in Table 6 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

Table 4

Approved Project List

Project Name
Fashion Island Expansion
Temple Bat Yahm Expansion
Ciosa - Irvine Project
Newport Dunes
Hoag Hospital Phase III
St. Mark Presbyterian Church
OLQA Church Expansion
2300 Newport Boulevard
Newport Executive Court
Hoag Health Center
North Newport Center
Santa Barbara Condo (Marriott)
Newport Beach City Hall
328 Old Newport Medical Office
Coastline Community College
Bayview Medical Office
Mariner's Point
4221 Dolphin Striker

Table 5

TPO Analysis One-Percent Threshold

Intersection	Peak Hour	Approach Direction[1]			
		Northbound	Southbound	Eastbound	Westbound
Newport Boulevard SB Ramp (NS) at:					
West Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
Riverside Avenue (NS) at:					
West Coast Highway (EW)	AM	No	No	No	**YES**
	PM	No	No	**YES**	**YES**
Tustin Avenue (NS) at:					
West Coast Highway (EW)	AM	No	No	**YES**	**YES**
	PM	No	No	**YES**	**YES**
Irvine Avenue (NS) at:					
19th Street/Dover Drive (EW)	AM	No	No	No	No
	PM	No	No	No	**YES**
17th Street/Westcliff Drive (EW)	AM	No	No	No	**YES**
	PM	No	No	No	**YES**
Dover Drive (NS) at:					
Westcliff Drive (EW)	AM	**YES**	**YES**	**YES**	-
	PM	**YES**	**YES**	**YES**	-
16th Street (EW)	AM	**YES**	**YES**	**YES**	No
	PM	**YES**	**YES**	**YES**	No
West Coast Highway (EW)	AM	No	**YES**	No	**YES**
	PM	No	**YES**	**YES**	**YES**
Bayside Drive (NS) at:					
East Coast Highway (EW)	AM	**YES**	**YES**	**YES**	**YES**
	PM	**YES**	**YES**	**YES**	No
Jamboree Road (NS) at:					
San Joaquin Hills Road (EW)	AM	No	No	No	**YES**
	PM	**YES**	No	No	No
Santa Barbara Drive (EW)	AM	No	No	No	No
	PM	**YES**	**YES**	No	No
East Coast Highway (EW)	AM	No	No	No	No
	PM	No	**YES**	**YES**	No
Santa Cruz Drive (NS) at:					
San Joaquin Hills Road (EW)	AM	No	No	No	No
	PM	No	No	No	No
Santa Rosa Drive (NS) at:					
San Joaquin Hills Road (EW)	AM	No	No	No	No
	PM	No	No	No	No
Newport Center Drive (NS) at:					
East Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
Avocado Avenue (NS) at:					
East Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
MacArthur Boulevard (NS) at:					
San Joaquin Hills Road (EW)	AM	No	No	No	No
	PM	No	No	No	No
San Miguel Drive (EW)	AM	No	No	No	No
	PM	No	No	No	No
East Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No

[1] Project traffic is estimated to be equal to or greater than 1% of projected peak hour traffic.

Intersection Capacity Utilization analysis is required.

Table 6

TPO Analysis Intersection Capacity Utilization and Levels of Service

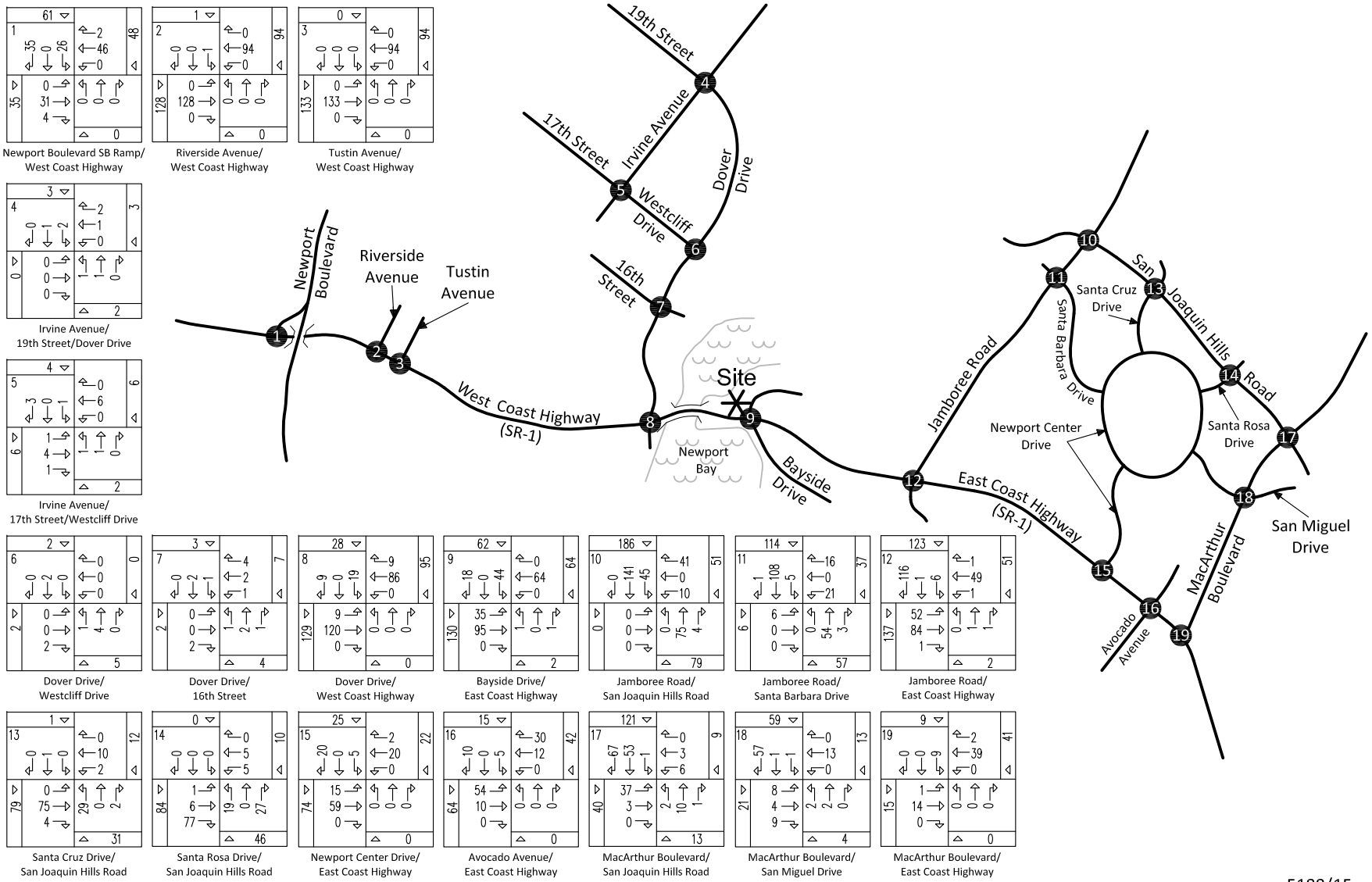
Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]					
		Northbound			Southbound			Eastbound			Westbound			Existing + Growth (Year 2017) + Approved Projects		Existing + Growth (Year 2017) + Approved Projects + Project		ICU Increase	
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at:																			
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	0	0	3	1>>	0.92-E	0.80-C	0.92-E	0.80-C	0.00	0.00
Riverside Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	1.5	0.5	1	3	1	0.73-C	0.82-D	0.74-C	0.83-D	+0.01	+0.01
Tustin Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	0	0	0	1	0	1	1.5	0.5	0	2.5	0.5	0.70-B	0.62-B	0.70-B	0.63-B	0.00	+0.01
Irvine Avenue (NS) at:																			
19th Street/Dover Drive (EW)	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	0.54-A	0.63-B	0.54-A	0.64-B	0.00	+0.01
17th Street/Westcliff Drive (EW)	TS	2	2	d	2	2	d	2	1.5	0.5	1	1.5	0.5	0.47-A	0.73-C	0.47-A	0.74-C	0.00	+0.01
Dover Drive (NS) at:																			
Westcliff Drive (EW)	TS	2	2	0	0	1	1	2	0	1>>	0	0	0	0.43-A	0.44-A	0.44-A	0.45-A	+0.01	+0.01
16th Street (EW)	TS	1	2	d	1	2	d	0.5	0.5	d	1	1	1	0.50-A	0.50-A	0.51-A	0.51-A	+0.01	+0.01
West Coast Highway (EW)	TS	1	1.5	0.5	3	1	1	2	2.5	0.5	1	3	1>>	0.66-B	0.74-C	0.67-B	0.75-C	+0.01	+0.01
Bayside Drive (NS) at:																			
East Coast Highway (EW)	TS	2.3	0.3	0.3	1	0.5	0.5	1	3	1	1	3.5	0.5	0.71-C	0.70-B	0.72-C	0.78-C	+0.01	+0.08
Jamboree Road (NS) at:																			
San Joaquin Hills Road (EW)	TS	1	3	1>>	2	3	1>>	1.5	1.5	1	1.5	1.5	1	0.65-B	0.94-E	0.66-B	0.94-E	+0.01	0.00
Santa Barbara Drive (EW)	TS	1	3	1	2	3	1	1	1	1	1.5	0.5	1	0.53-A	0.66-B	0.53-A	0.66-B	0.00	0.00
East Coast Highway (EW)	TS	1	1.5	0.5	1	2	1>>	3	3.5	0.5	2	4	1	0.61-B	0.72-C	0.61-B	0.73-C	0.00	+0.01
Santa Cruz Drive (NS) at:																			
San Joaquin Hills Road (EW)	TS	2	0.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.32-A	0.35-A	0.32-A	0.36-A	0.00	+0.01
Santa Rosa Drive (NS) at:																			
San Joaquin Hills Road (EW)	TS	1	1	1>	1	1	1	1	2.5	0.5	2	2.5	0.5	0.38-A	0.50-A	0.38-A	0.50-A	0.00	0.00
Newport Center Drive (NS) at:																			
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.40-A	0.49-A	0.40-A	0.49-A	0.00	0.00
Avocado Avenue (NS) at:																			
East Coast Highway (EW)	TS	1	1	1	1.5	0.5	1>>	1	3	d	1	3	1	0.50-A	0.52-A	0.50-A	0.53-A	0.00	+0.01
MacArthur Boulevard (NS) at:																			
San Joaquin Hills Road (EW)	TS	2	3	1	2	3	1>>	3	2.5	0.5	1	2	1>>	0.67-B	0.78-C	0.67-B	0.78-C	0.00	0.00
San Miguel Drive (EW)	TS	2	3	1	2	3	1>	3	1.5	0.5	2	1.5	0.5	0.58-A	0.50-A	0.58-A	0.50-A	0.00	0.00
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.71-C	0.67-B	0.71-C	0.68-B	0.00	+0.01

[1] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix C).

[2] L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane

[3] TS = Traffic Signal

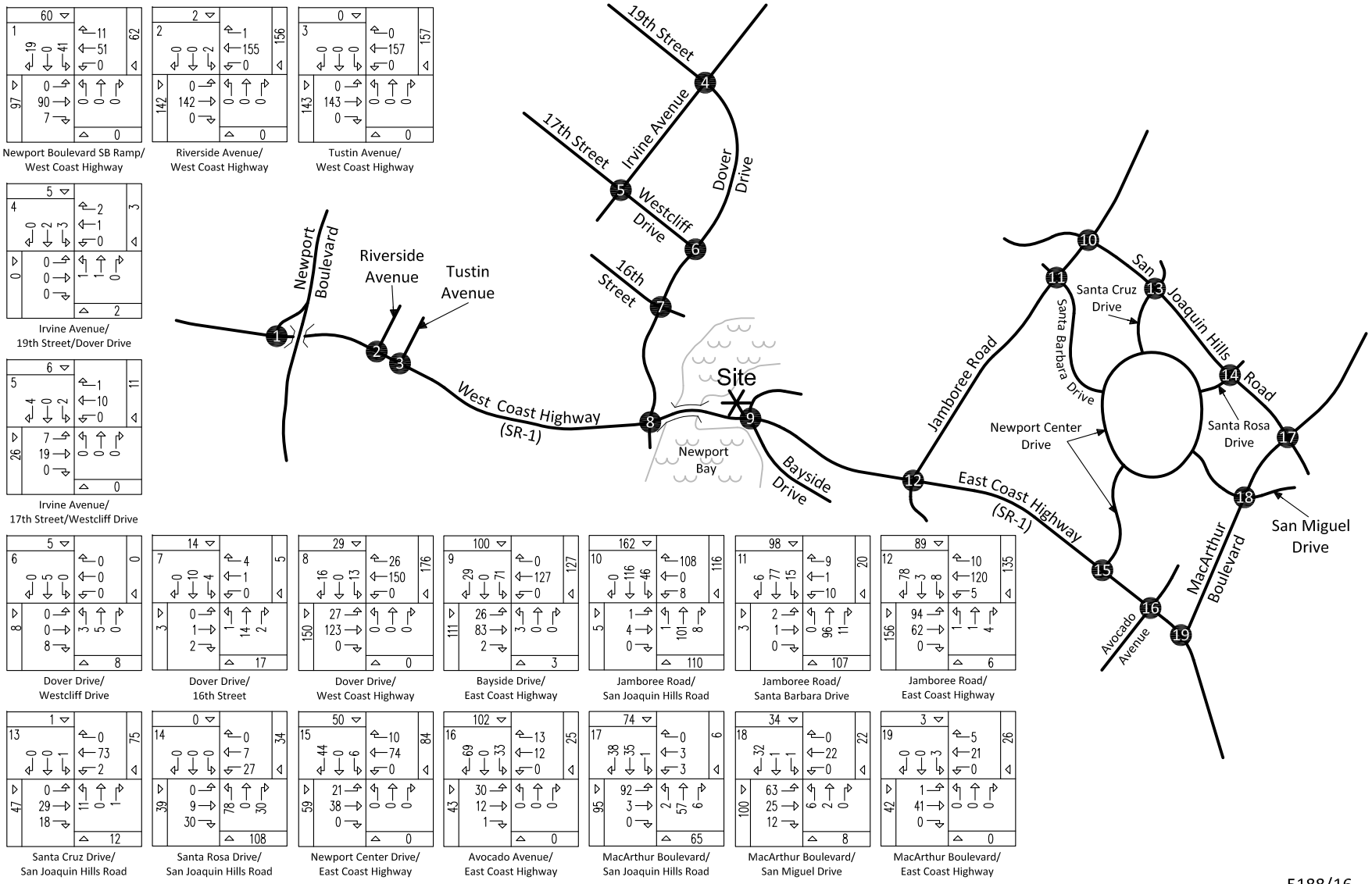
Figure 15
Approved Projects
Morning Peak Hour Intersection Turning Movement Volumes



5188/15

Intersection reference numbers are in upper left corner of turning movement boxes.

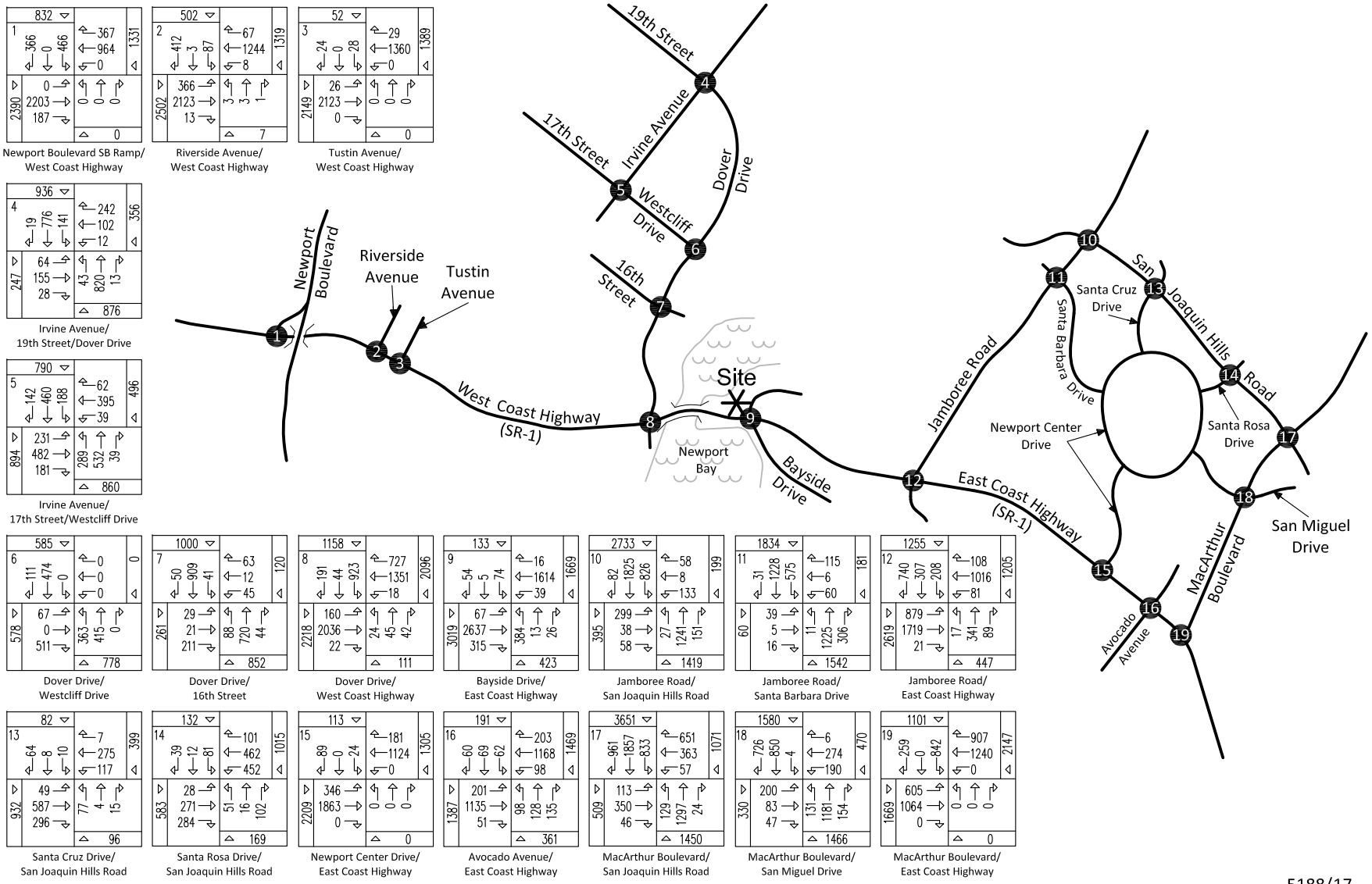
Figure 16
Approved Projects
Evening Peak Hour Intersection Turning Movement Volumes



5188/16

Intersection reference numbers are in upper left corner of turning movement boxes.

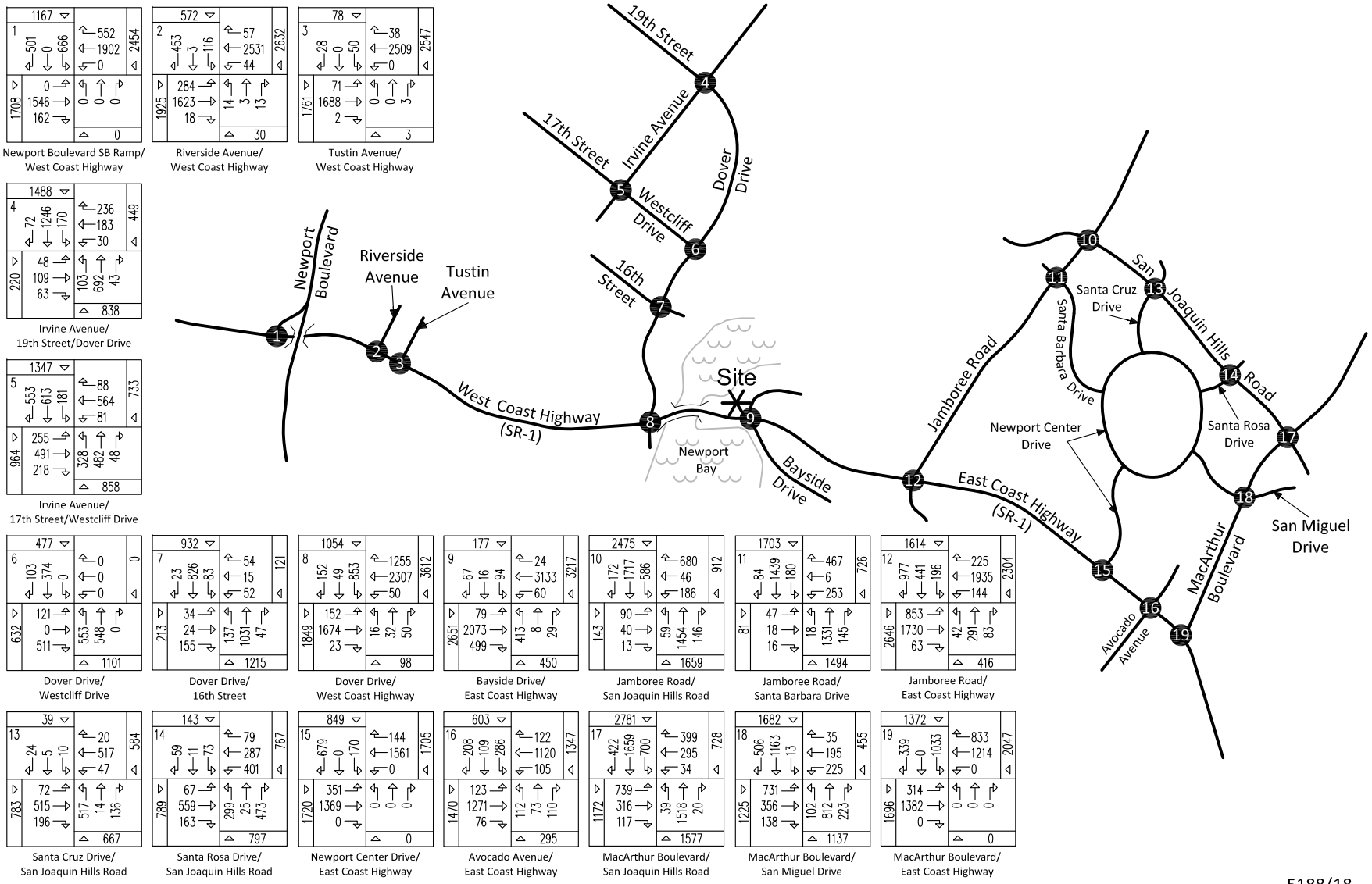
Figure 17
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour Intersection Turning Movement Volumes



5188/17

Intersection reference numbers are in upper left corner of turning movement boxes.

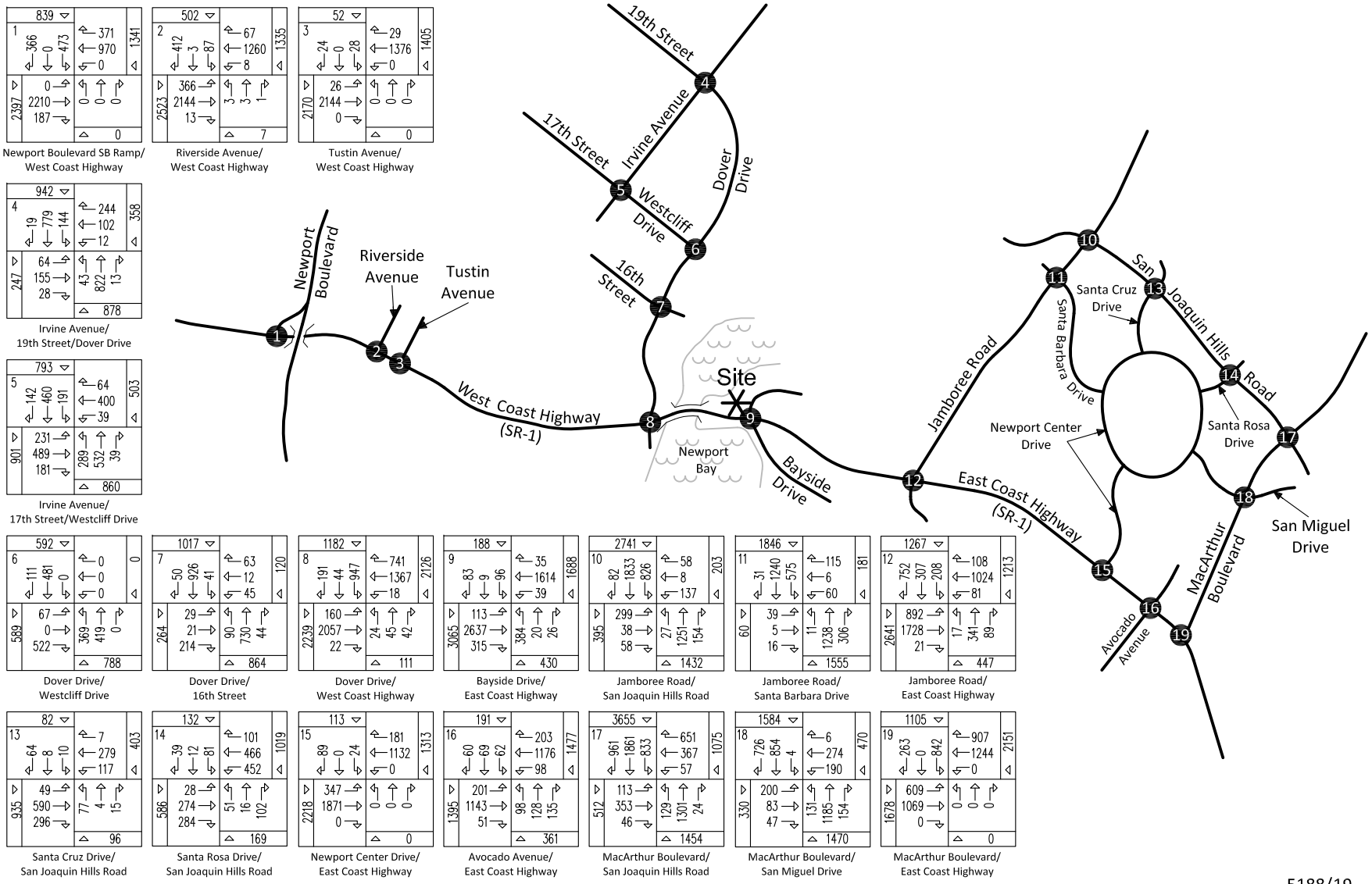
Figure 18
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour Intersection Turning Movement Volumes



5188/18

Intersection reference numbers are in upper left corner of turning movement boxes.

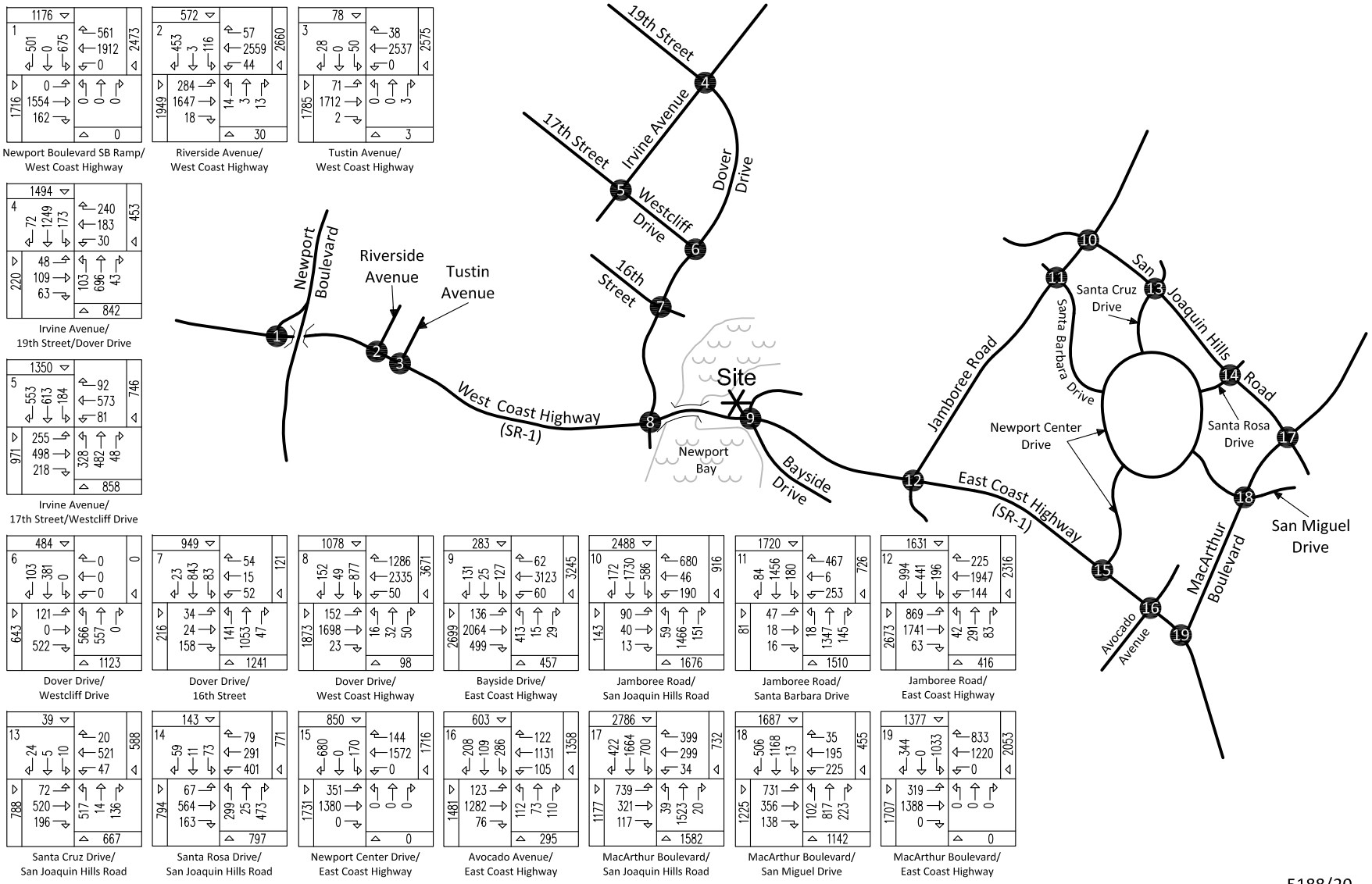
Figure 19
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour Intersection Turning Movement Volumes



5188/19

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 20
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour Intersection Turning Movement Volumes



5188/20

Intersection reference numbers are in upper left corner of turning movement boxes.

7. CEQA Analysis

The California Environmental Quality Act (CEQA) analysis (this part of the analysis is consistent with CEQA) included analysis of the study area intersections.

Cumulative Projects

The City of Newport Beach staff provided the list of cumulative projects within the study area for the CEQA analysis. Typically, the cumulative projects are known, but not approved project developments that are reasonably expected to be completed or nearly completed at the same time as the proposed project. The cumulative projects utilized were ones that added traffic to the study area intersections. The cumulative project list is shown in Table 7 and the cumulative project traffic generation is included in Appendix H. Appendix H contains the directional distributions of the cumulative project traffic. The cumulative project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 21 and 22, respectively.

The CEQA traffic volumes were obtained by adding the cumulative projects traffic volumes to the TPO traffic volumes.

Intersection Capacity Utilization

Consistent with the City of Newport Beach approved methodology, the technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing + growth (Year 2017) + approved projects + cumulative projects traffic conditions have been calculated and are shown in Table 8. Existing + growth (Year 2017) + approved projects + cumulative projects morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 23 and 24, respectively. Existing + growth (Year 2017) + approved projects + cumulative projects Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C.

For existing + growth (Year 2017) + approved projects + cumulative projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

The Levels of Service for existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions have been calculated and are shown in Table 8. Existing + growth (Year 2017) + approved projects + cumulative projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 25 and 26, respectively. Existing + growth (Year 2017) + approved projects + cumulative projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix C.

For existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

Significance Criteria

The intersection significance criteria for the City of Newport Beach requires an increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

As shown in Table 8 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

Table 7

Cumulative Project List

Project Name
Balboa Marina Expansion
Mariner's Medical Arts
Banning Ranch
Sunset Ridge Park
Marina Park
Koll-Conexant
Newport Coast - TAZ 1
Newport Coast - TAZ 2
Newport Coast - TAZ 3
Newport Coast - TAZ 4

Table 8

CEQA Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]				ICU Increase	
		Northbound			Southbound			Eastbound			Westbound			Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects + Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at:																			
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	0	0	3	1>>	0.952-E	0.866-D	0.955-E	0.869-D	+0.003	+0.003
Riverside Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	1.5	0.5	1	3	1	0.760-C	0.880-D	0.767-C	0.886-D	+0.007	+0.006
Tustin Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	0	0	0	1	0	1	1.5	0.5	0	2.5	0.5	0.724-C	0.658-B	0.731-C	0.664-B	+0.007	+0.006
Irvine Avenue (NS) at:																			
19th Street/Dover Drive (EW)	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	0.537-A	0.637-B	0.541-A	0.640-B	+0.004	+0.003
17th Street/Westcliff Drive (EW)	TS	2	2	d	2	2	d	2	1.5	0.5	1	1.5	0.5	0.494-A	0.776-C	0.496-A	0.780-C	+0.002	+0.004
Dover Drive (NS) at:																			
Westcliff Drive (EW)	TS	2	2	0	0	1	1	2	0	1>>	0	0	0	0.450-A	0.464-A	0.457-A	0.473-A	+0.007	+0.009
16th Street (EW)	TS	1	2	d	1	2	d	0.5	0.5	d	1	1	1	0.510-A	0.524-A	0.518-A	0.533-A	+0.008	+0.009
West Coast Highway (EW)	TS	1	1.5	0.5	3	1	1	2	2.5	0.5	1	3	1>>	0.683-B	0.790-C	0.692-B	0.801-D	+0.009	+0.011
Bayside Drive (NS) at:																			
East Coast Highway (EW)	TS	2.3	0.3	0.3	1	0.5	0.5	1	3	1	1	3.5	0.5	0.734-C	0.734-C	0.749-C	0.815-D	+0.015	+0.081
Jamboree Road (NS) at:																			
San Joaquin Hills Road (EW)	TS	1	3	1>>	2	3	1>>	1.5	1.5	1	1.5	1.5	1	0.680-B	0.961-E	0.683-B	0.964-E	+0.003	+0.003
Santa Barbara Drive (EW)	TS	1	3	1	2	3	1	1	1	1	1.5	0.5	1	0.558-A	0.677-B	0.561-A	0.681-B	+0.003	+0.004
East Coast Highway (EW)	TS	1	1.5	0.5	1	2	1>>	3	3.5	0.5	2	4	1	0.661-B	0.828-D	0.665-B	0.833-D	+0.004	+0.005
Santa Cruz Drive (NS) at:																			
San Joaquin Hills Road (EW)	TS	2	0.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.321-A	0.355-A	0.322-A	0.356-A	+0.001	+0.001
Santa Rosa Drive (NS) at:																			
San Joaquin Hills Road (EW)	TS	1	1	1>	1	1	1	1	2.5	0.5	2	2.5	0.5	0.382-A	0.502-A	0.382-A	0.503-A	0.000	+0.001
Newport Center Drive (NS) at:																			
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.417-A	0.530-A	0.419-A	0.533-A	+0.002	+0.003
Avocado Avenue (NS) at:																			
East Coast Highway (EW)	TS	1	1	1	1.5	0.5	1>>	1	3	d	1	3	1	0.564-A	0.592-A	0.566-A	0.594-A	+0.002	+0.002
MacArthur Boulevard (NS) at:																			
San Joaquin Hills Road (EW)	TS	2	3	1	2	3	1>>	3	2.5	0.5	1	2	1>>	0.686-B	0.797-C	0.688-B	0.799-C	+0.002	+0.002
San Miguel Drive (EW)	TS	2	3	1	2	3	1>	3	1.5	0.5	2	1.5	0.5	0.594-A	0.534-A	0.594-A	0.535-A	0.000	+0.001
East Coast Highway (EW)	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.793-C	0.751-C	0.795-C	0.753-C	+0.002	+0.002

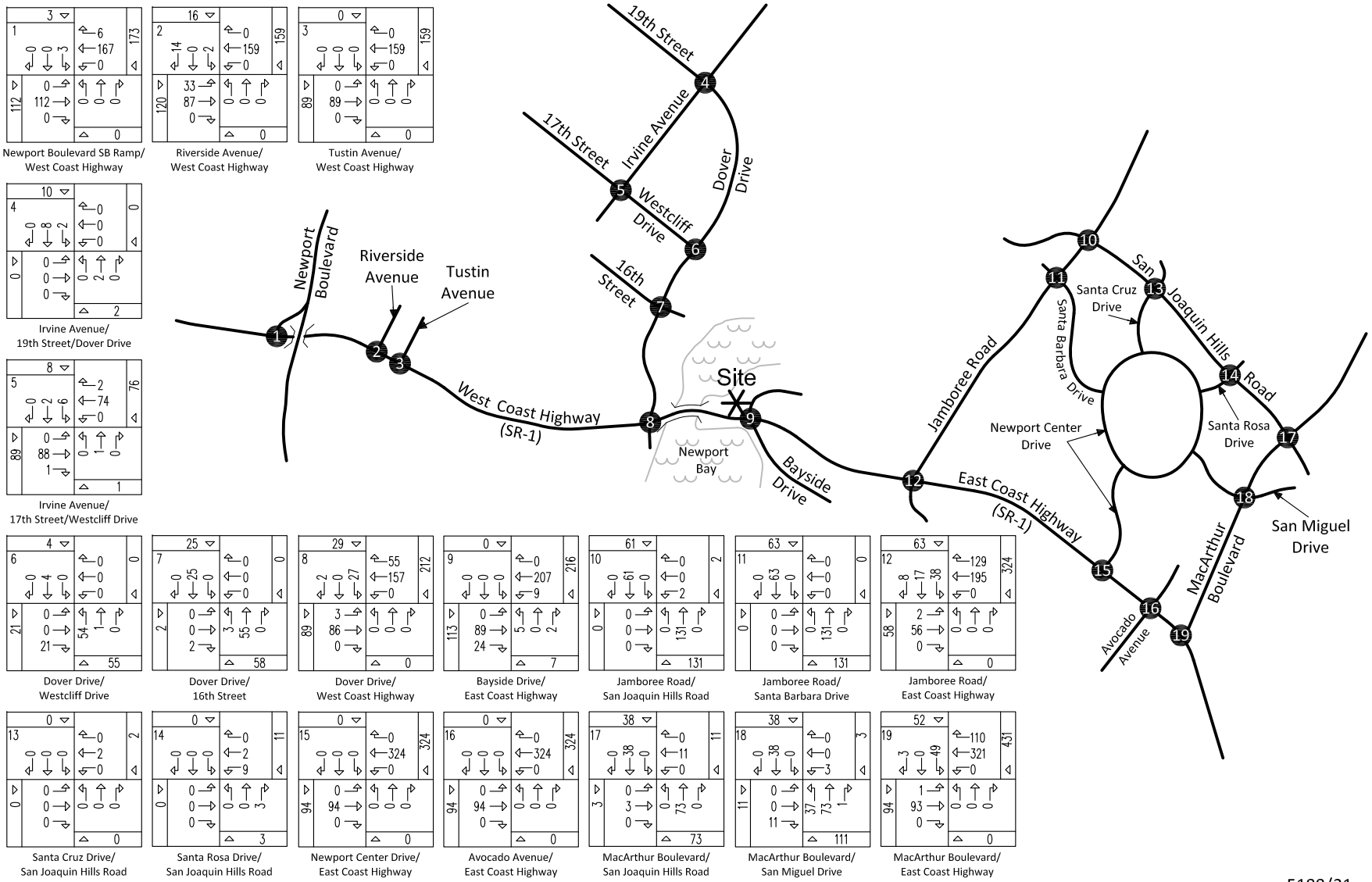
[1] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).

[2] L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane

[3] TS = Traffic Signal

[4] Intersection is located on the City boundary line of Costa Mesa and Newport Beach.

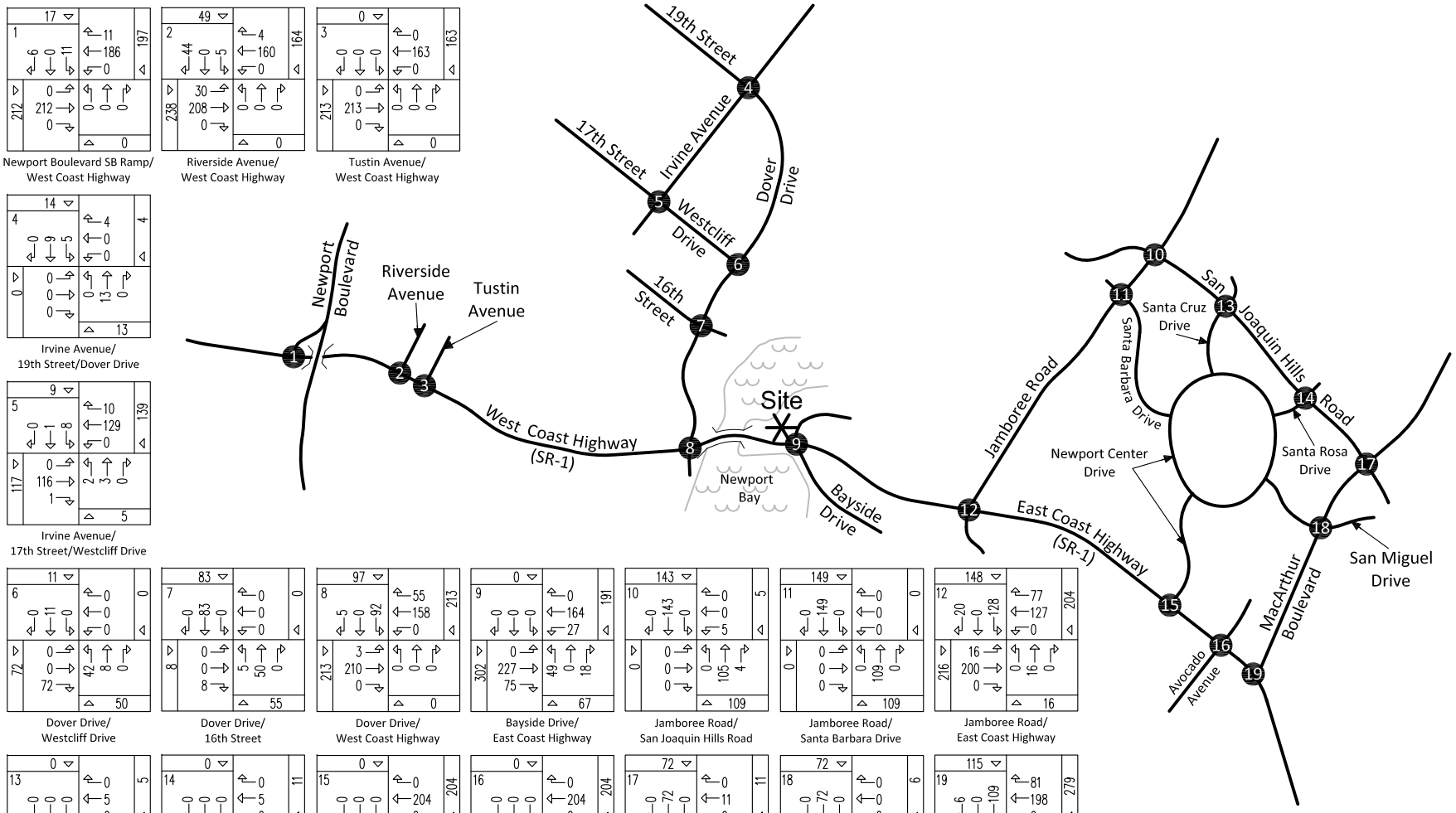
Figure 21
Cumulative Projects
Morning Peak Hour Intersection Turning Movement Volumes



5188/21

Intersection reference numbers are in upper left corner of turning movement boxes.

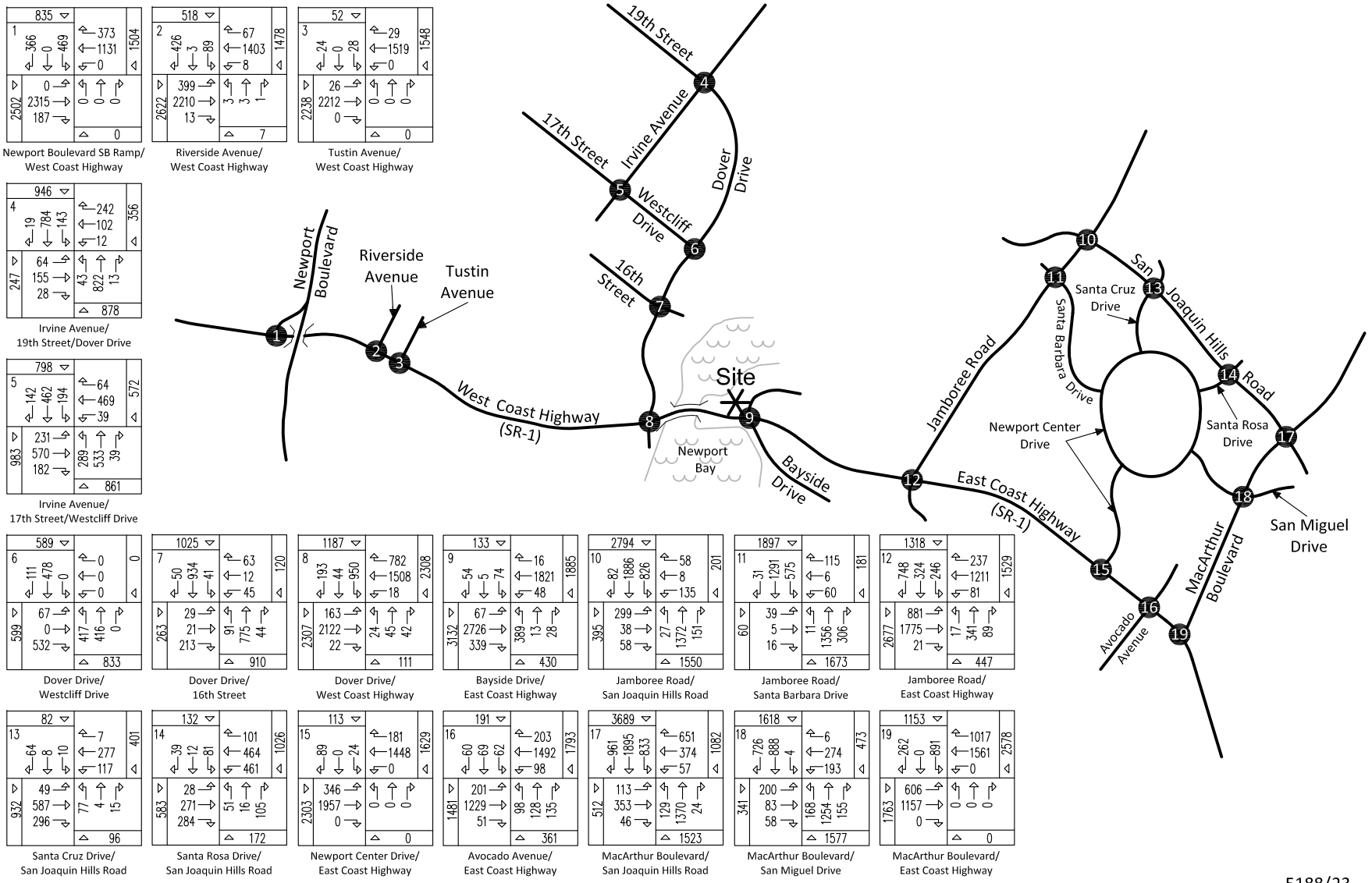
Figure 22
Cumulative Projects
Evening Peak Hour Intersection Turning Movement Volumes



5188/22

Intersection reference numbers are in upper left corner of turning movement boxes.

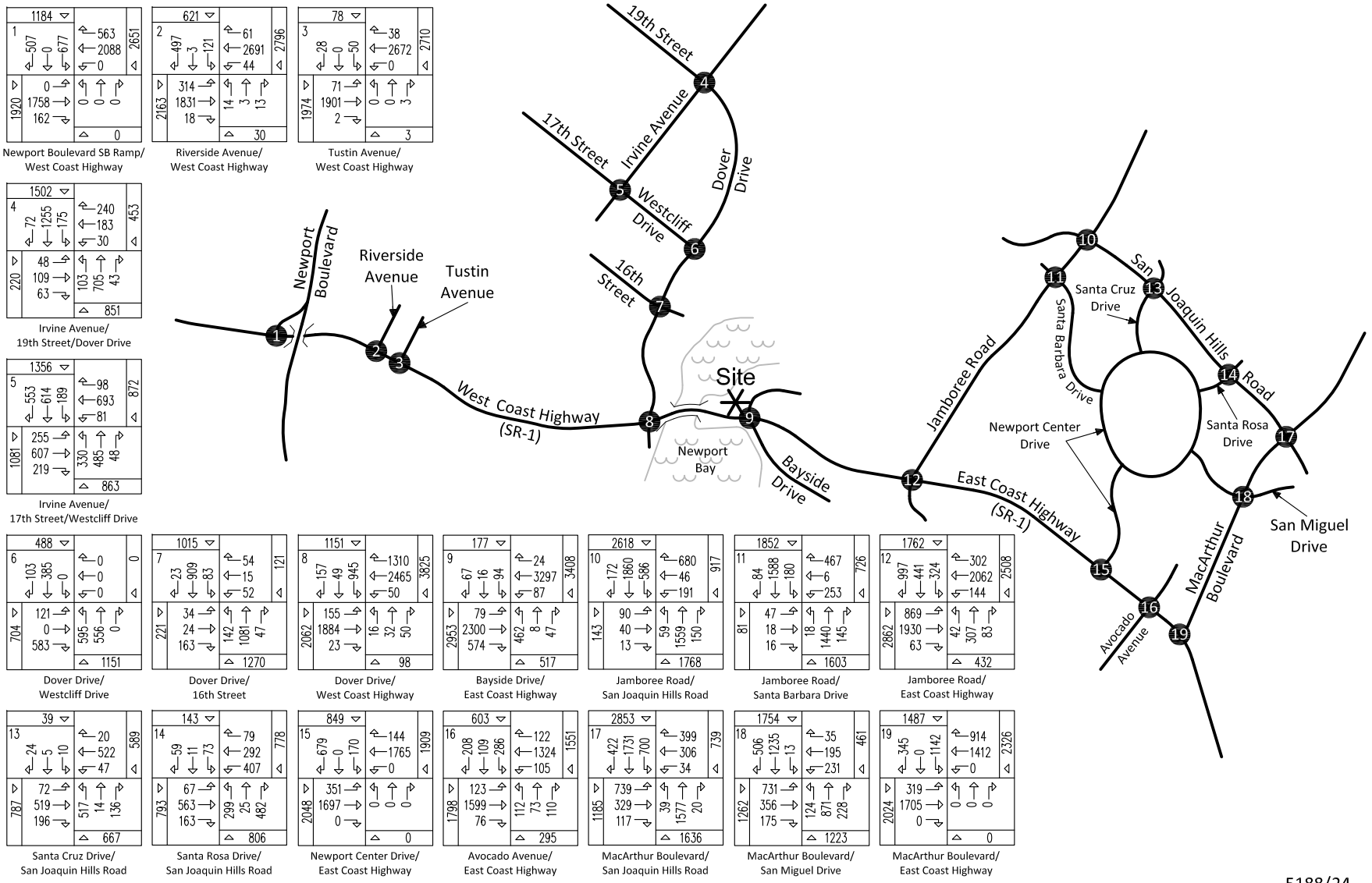
Figure 23
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour Intersection Turning Movement Volumes



5188/23

Intersection reference numbers are in upper left corner of turning movement boxes.

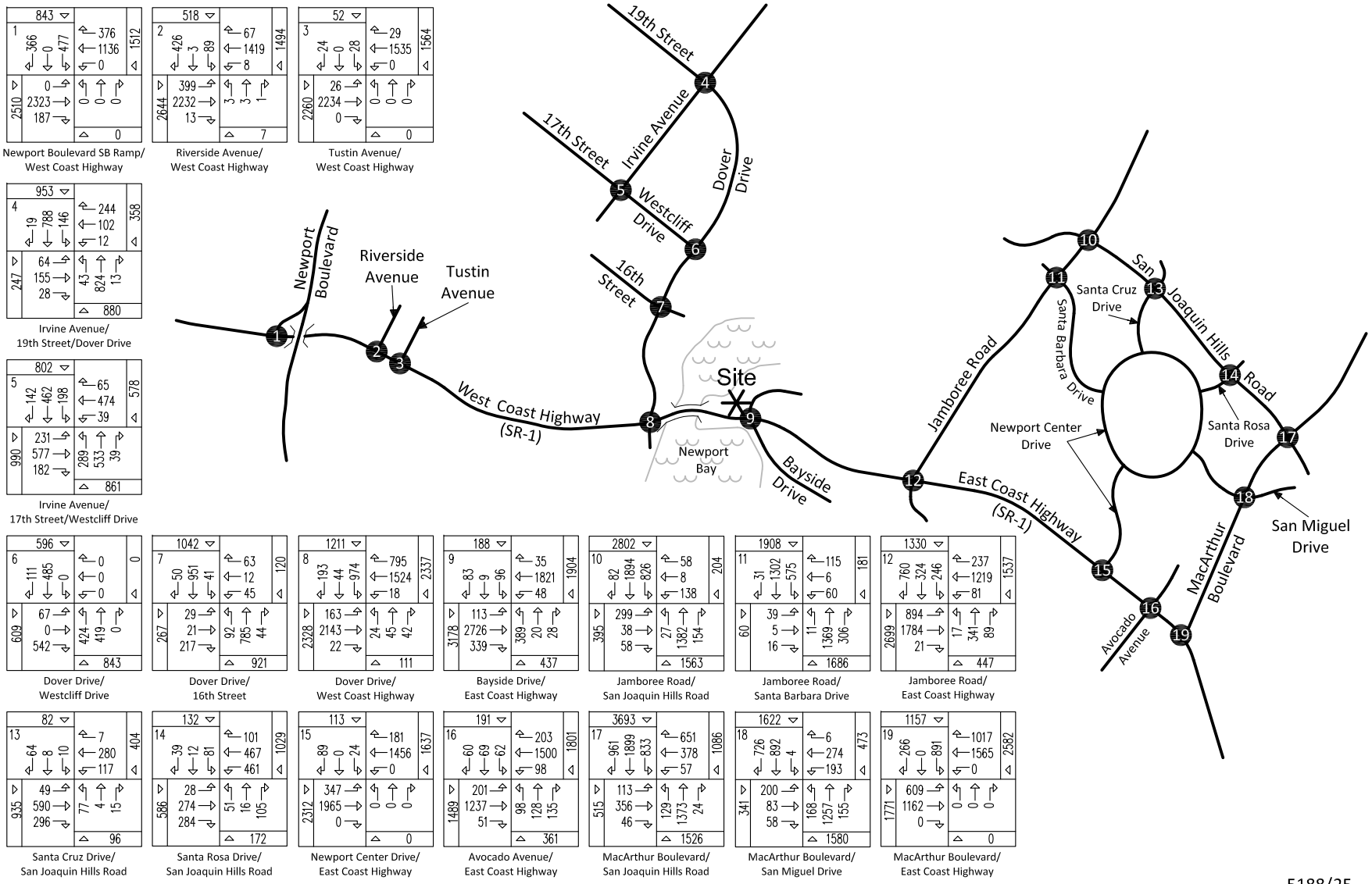
Figure 24
Existing + Growth (2017) + Approved Projects + Cumulative Projects
Evening Peak Hour Intersection Turning Movement Volumes



5188/24

Intersection reference numbers are in upper left corner of turning movement boxes.

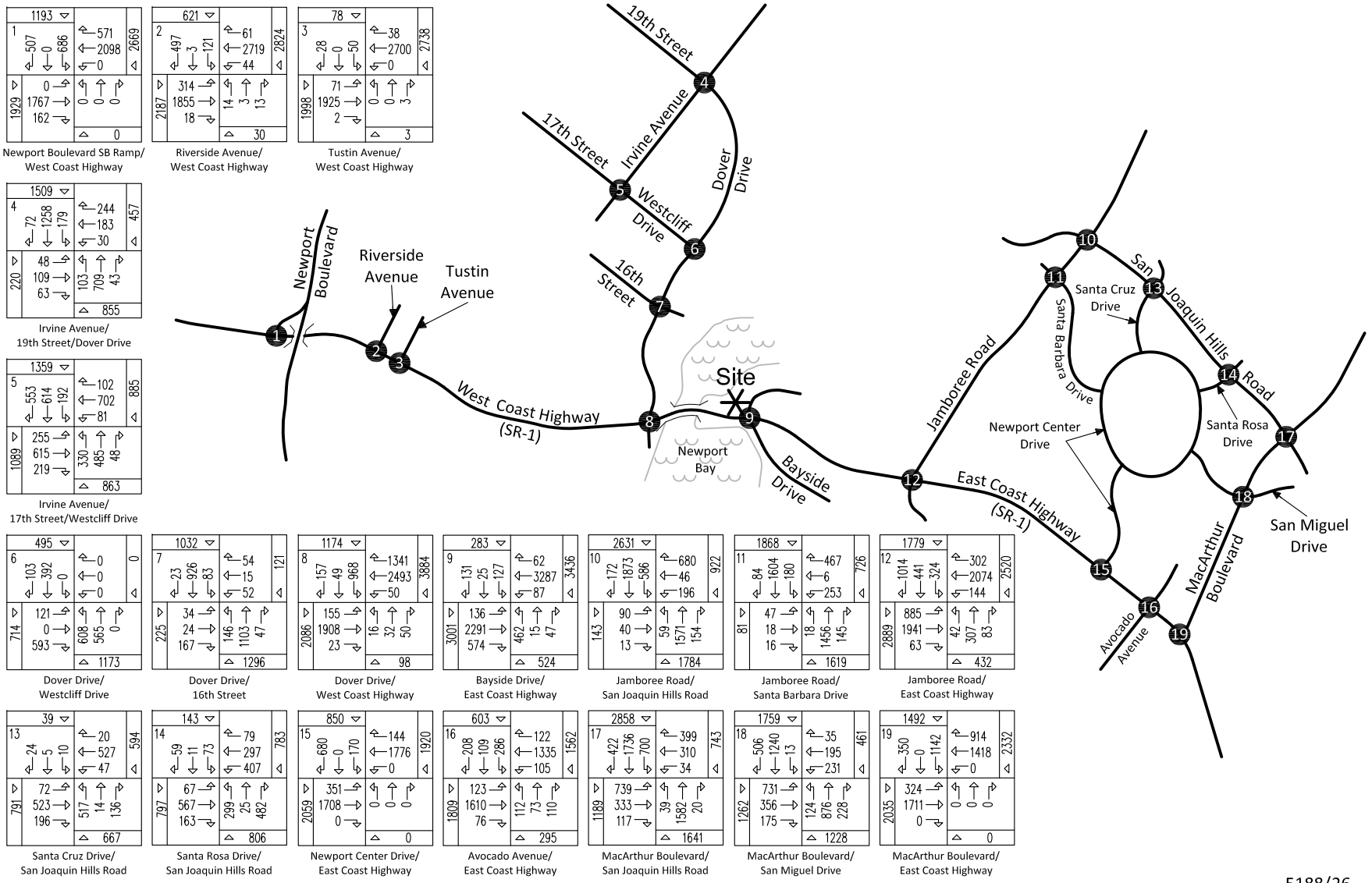
Figure 25
Existing + Growth (2017) + Approved Projects + Cumulative Projects + Project Morning Peak Hour Intersection Turning Movement Volumes



5188/25

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 26
Existing + Growth (2017) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour Intersection Turning Movement Volumes



5188/26

Intersection reference numbers are in upper left corner of turning movement boxes.

8. Delay Analysis

Discussed below is the delay methodology required by the California Department of Transportation. The delay and Level of Service summary for the study area intersections are shown in Table 9.

Delay Methodology

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix I) based on the 2000 Highway Capacity Manual – Transportation Research Board Special Report 209. Level of Service definitions are included in Appendix I. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Delay Calculations

The study area intersections currently operate at Level of Service C or better during the peak hours for existing traffic conditions (see Appendix I).

The study area intersections are projected to operate at Level of Service C or better during the peak hours for existing + growth (Year 2017) + approved projects + cumulative projects traffic conditions (see Appendix I).

The study area intersections are projected to operate at Level of Service C or better during the peak hours for existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions (see Appendix I).

Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 9. As previously noted, the project is not projected to have a significant impact at the study area intersections.

Table 9

Intersection Delay and Level of Service Summary

Intersection	Peak Hour Delay (Seconds) - Level of Service							
	Existing		Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects + Project		Delay Increase	
	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at: West Coast Highway (EW)	13.3-B	16.6-B	16.1-B	18.1-B	16.2-B	18.2-B	+0.1	+0.1
Riverside Avenue (NS) at: West Coast Highway (EW)	10.8-B	15.5-B	11.5-B	17.3-B	11.5-B	17.3-B	0.0	0.0
Tustin Avenue (NS) at: West Coast Highway (EW)	15.3-B	3.6-A	20.5-C	3.5-A	21.1-C	3.5-A	+0.6	0.0
Dover Drive (NS) at: West Coast Highway (EW)	18.4-B	17.5-B	18.2-B	18.4-B	18.4-B	18.6-B	+0.2	+0.2
Bayside Drive (NS) at: East Coast Highway (EW)	9.3-A	10.4-B	11.2-B	14.1-B	13.5-B	18.2-B	+2.3	+4.1

9. Orange County Congestion Management Program

This section discusses the Orange County Congestion Management Program (CMP). The purpose, prescribed methodology, and definition of a significant traffic impact are discussed.

County Congestion Management Program (CMP)

The CMP is a result of Proposition 111 which was a statewide initiative approved by the voters in June, 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a five year period.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a traffic impact analysis be prepared for new development. The traffic impact analysis is prepared to monitor and fix traffic problems caused by new development.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis.

Although each county has developed standards for preparing traffic impact analyses, requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting traffic impact analyses has common elements.

According to the CMP, those proposed developments which meet the following criteria shall be evaluated:

- Development projects that generate more than 2,400 daily trips (The threshold is 1,600 or more trips per day for development projects that will directly access a CMP highway system link).

- Projects with a potential to create an impact of more than three percent of Level of Service E capacity.

Significance Criteria

To determine whether the addition of project generated trips results in a significant impact at the CMP study facility and thus requires mitigation, the Orange County CMP utilizes the following thresholds of significance:

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by more than three percent of capacity (V/C>0.03), causing or worsening Level of Service F (V/C > 1.00).

Based upon the CMP thresholds above, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

10. Other Considerations

This section discusses the project access and the queue length analysis at the project driveway.

Site Access Evaluation

The following site access and lane configurations have been analyzed.

Existing Geometry: Move existing driveway 45 feet north (as analyzed in previous sections).

Project-Related Improvements: Construction of a southbound right turn lane at the Bayside Drive/East Coast highway intersection and conversion of the existing shared through/right turn lane to a shared through/left turn lane.

Project-Related Improvements Plus Optional Secondary Access: Project-related improvements (above) plus construction of a westbound "right turn in" only access from East Coast Highway.

The existing bus stop on the northwest corner of the Bayside Drive/East Coast Highway intersection may cause weaving issues that will need to be considered in the design of the "right turn in" only lane. Final design of the optional secondary access ("right turn in" only lane on East Coast Highway) will need to accommodate bicycle use along the corridor and will require coordination with and the approval of the California Department of Transportation, the Orange County Transportation Authority, and the Orange County Sanitation District. The driveway for the Orange County Sanitation District will need to be relocated so as not to interfere with the proposed "right turn in" only lane. Based on the posted speed limit of 50 miles per hour, and assuming partial deceleration of 10 miles per hour in the through lane, the recommended length of the deceleration lane is 315 feet (see California Department of Transportation, Highway Design Manual, May 7, 2012, Table 405.2B).

Table 10 shows the Levels of Service at the Bayside Drive/East Coast Highway intersection for each evaluation. As shown in Table 10, the Bayside Drive/East Coast Highway intersection operates at Level of Service D or better for all evaluations. The Intersection Capacity Utilization and Level of Service worksheets for the evaluations are provided in Appendix J.

Queue Analysis

The existing project driveway and the Bayside Drive/East Coast Highway intersection provides approximately 145 feet between the intersections for back-to-back left turn lane storage. This provides enough storage for approximately 1 left turning vehicle into the project site and approximately 3 southbound left turning vehicles at the Bayside Drive/East Coast Highway intersection.

The proposed project will move the existing project driveway north by approximately 45 feet, providing storage for a total of 2 left turning vehicles into the project site and 135 feet of storage for the shared through/left turn and dedicated left turn lanes.

A queue analysis was performed using the Synchro software, which calculates queue lengths based on the 2000 Highway Capacity Manual methodology. To arrive at more accurate results, actual signal timing parameters for the Bayside Drive/East Coast Highway intersection were provided by the City of Newport Beach staff. Table 11 shows projected queue lengths for the left turns between the project driveway and the Bayside Drive/East Coast Highway intersection. Queue analysis worksheets are provided in Appendix K.

It should be noted that the northbound left turn into the project site was analyzed independently of the Bayside Drive/East Coast Highway intersection. Queue analysis of CEQA traffic conditions of the northbound left from Bayside Drive into the project driveway resulted in nominal queues (less than one vehicle). The California Department of Transportation Highway Design Manual recommends a minimum storage length of two vehicles, or 50 feet.

A minimum of 200 feet of southbound left turn storage length should be provided at the Bayside Drive/East Coast Highway intersection under the Existing Geometry evaluation (see Table 11). A minimum of 120 feet of southbound left turn storage length should be provided at the Bayside Drive/East Coast Highway intersection under the Project-Related Improvements and Project-Related Improvements Plus Optional Secondary Access evaluations. The project is proposing 135 feet of southbound storage to prevent the overflow of queued southbound left vehicles from blocking the northbound left turn into the project site (see Figure 27).

Appropriate “KEEP CLEAR” signing and pavement markings should be provided at the Bayside Drive/Project Driveway intersection. The intent of the "KEEP CLEAR" zone is to prevent southbound vehicles at the Bayside Drive/East Coast Highway intersection from queuing into and blocking the northbound left into the project driveway. If the southbound left turn queue length blocks the project driveway intersection, a ripple effect would cause the northbound left turn queue to overflow into and block the northbound through lane, which could then queue into the Bayside Drive/East Coast Highway intersection. With the proposed storage lengths, if the 95th-percentile queue is exceeded, there is an additional 35 feet of storage to the "KEEP CLEAR" limit line that could store approximately one more vehicle before the northbound left turn lane is blocked. Therefore, the southbound left turn queue is not expected to reach the "KEEP CLEAR" zone, but it is recommended as a precautionary measure.

Relationship to General Plan

The proposed project will reallocate 49 residential units to the proposed project site from adjacent parcels within the same statistical area. This results in the project site having more residential units than had been approved in the City of Newport Beach General Plan. Typically, this would require analysis of General Plan Buildout conditions; however, the residential units were also projected to take access from Bayside Drive on the north side of East Coast Highway under the General Plan Buildout conditions. Therefore, the proposed project does not change the traffic patterns of the roadway network as they were analyzed when the General Plan was approved.

Table 10

Site Access Evaluations Intersection Capacity Utilization and Level of Service

Evaluations	Bayside Drive/Coast Highway Southbound Lane Configuration		East Coast Highway Exclusive Right Turn In Only Into Project Site	Bayside Drive/East Coast Highway Peak Hour ICU-LOS[1]				
				Peak Hour	Existing Plus Project	TPO Analysis		CEQA Analysis With Project
						Without Project	With Project	
Existing Geometry	X			Morning	0.663-B	0.71-C	0.72-C	0.749-C
				Evening	0.696-B	0.70-C	0.78-C	0.815-D
Project-Related Improvements		X		Morning	0.649-B	0.71-C	0.723-C	0.749-C
				Evening	0.656-B	0.70-C	0.757-C	0.797-C
Project-Related Improvements Plus Optional Secondary Access		X	X	Morning	0.649-B	0.71-C	0.72-C	0.749-C
				Evening	0.656-B	0.71-C	0.76-C	0.797-C

[1] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix J).

Table 11

Queue Analysis Summary

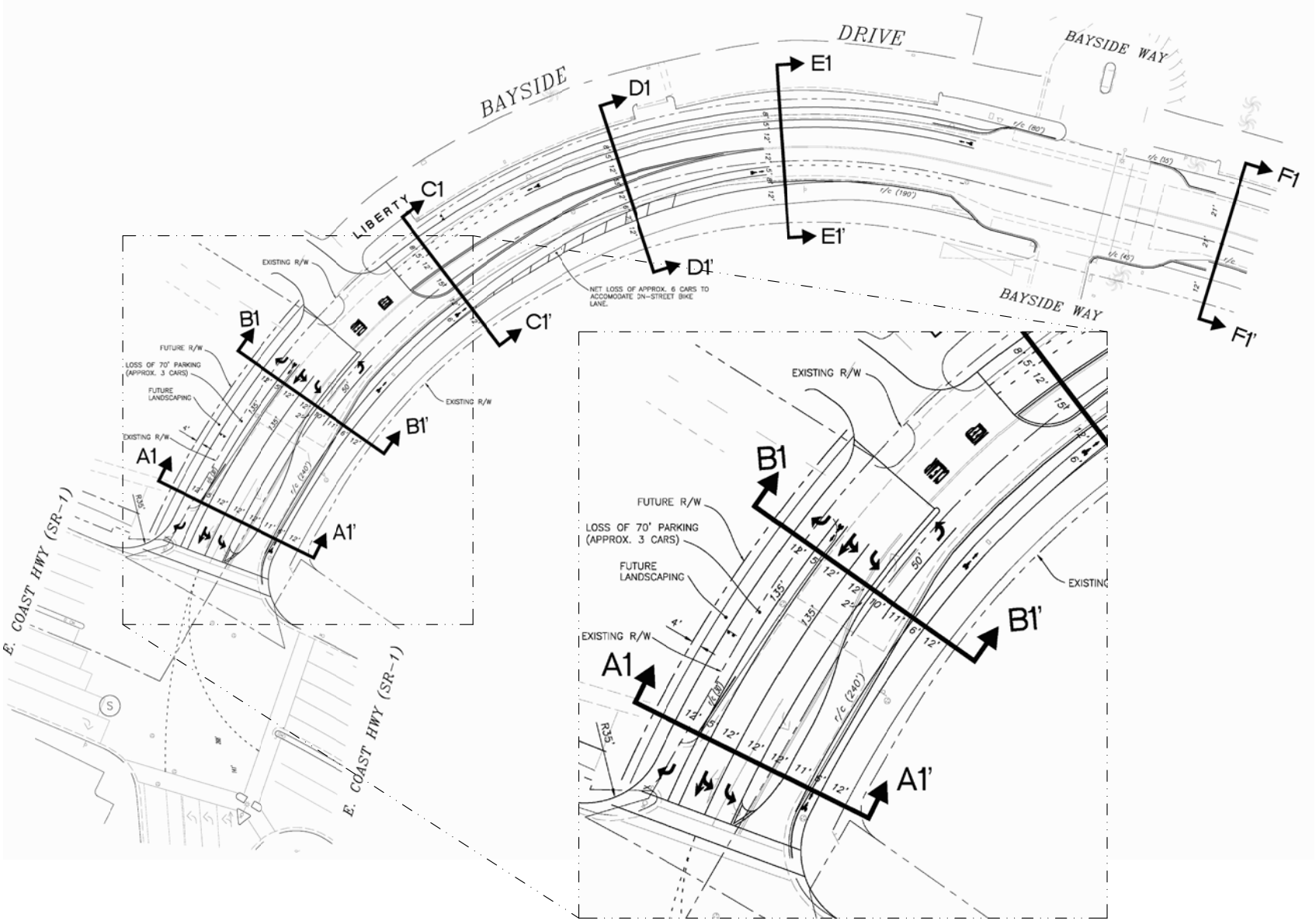
Movement	Evaluation	Bayside Drive/Coast Highway Southbound Lane Configuration		East Coast Highway Exclusive Right Turn In Only Into Project Site	95th-Percentile Queue Length (Feet)[1]				
					Peak Hour	Existing Plus Project	TPO Analysis		CEQA Analysis With Project
							Without Project	With Project	
Bayside Drive at East Coast Highway SB Left Turn (or SB Through/Left-Turn)	Existing Geometry	X			Morning	83	109	136	136
					Evening	87	134	194	194
	Project-Related Improvements		X		Morning	57	68	88	88
					Evening	70	89	116	116
	Project-Related Improvements Plus Optional Secondary Access		X	X	Morning	57	68	88	88
					Evening	70	89	116	116
Bayside Drive at Project Driveway NB Left-Turn[2]	All[3]	-	-	-	Morning	<25	<25	<25	<25
					Evening	<25	<25	<25	<25

[1] Based on 2000 Highway Capacity Manual methodology using Synchro software (see Appendix K). Assumes 25 feet per vehicle. "<25" indicates less than one car length.

[2] Analyzed independently of the Bayside Drive/East Coast Highway intersection. Southbound left turn overflow at Bayside Drive/East Coast Highway could potentially block the northbound left turns into the project site, causing greater queue lengths than shown if insufficient southbound left turn storage is provided at Bayside Drive/East Coast Highway. Based on the queue analysis, this is not expected to occur.

[3] The different conditions evaluated have nominal effects on queue lengths at the Bayside Drive/Project Driveway intersection.

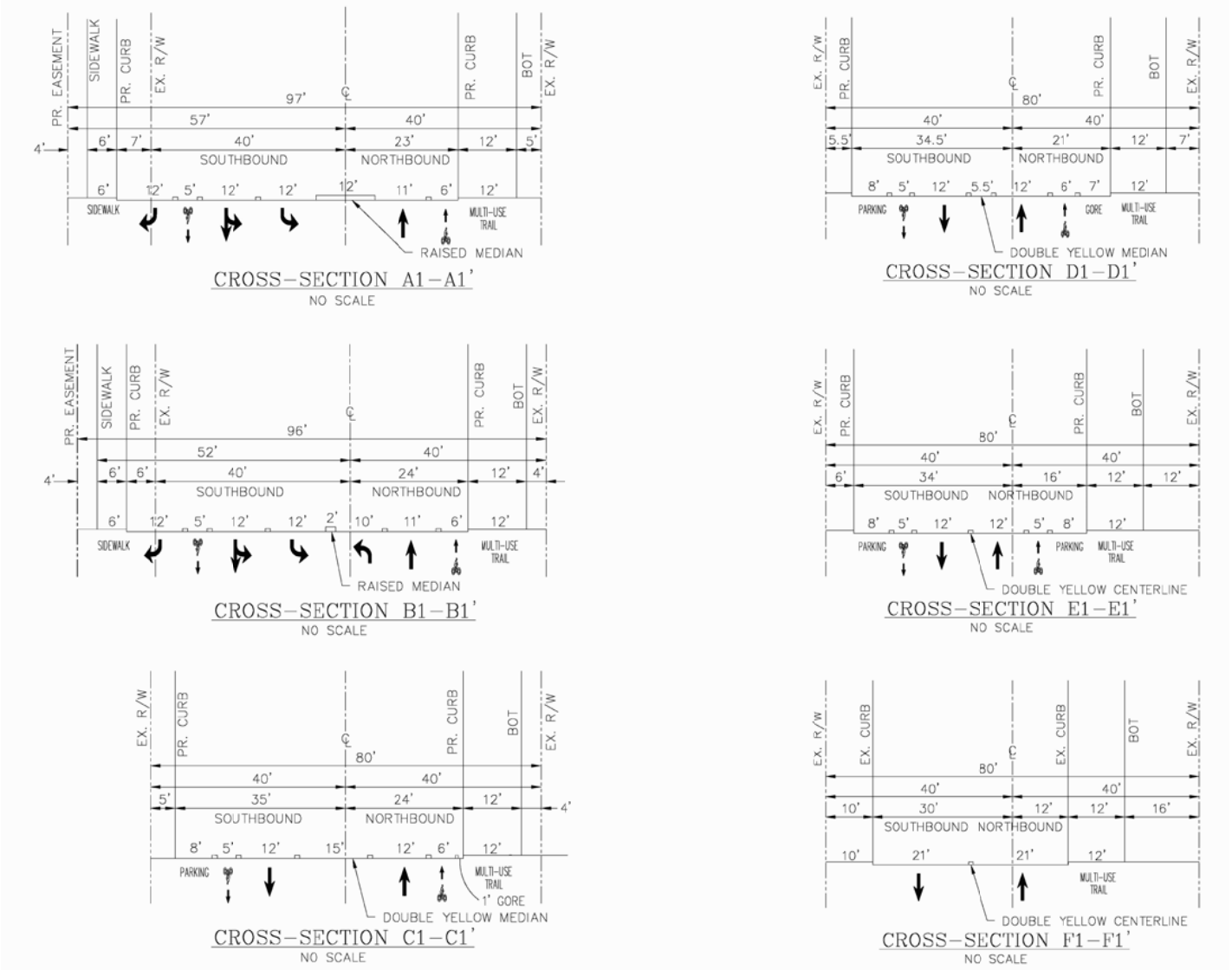
Figure 27 (1 of 2)
Proposed Project-Related Improvements



Source: Fuscoe Engineering

5188/27a

Figure 27 (2 of 2)
Proposed Project-Related Improvements



N

NTS

Source: Fuscoe Engineering

5188/27b

11. Recommendations

This section summarizes the recommended and required improvements based on the analysis presented in the previous sections.

Recommended Improvements

a. Site-specific circulation and access recommendations are depicted on Figure 28.

b. On-site parking shall be provided to meet City of Newport Beach parking code requirements.

c. Sight distance at the project accesses shall be reviewed with respect to City of Newport Beach standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

d. On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project and as approved by the City of Newport Beach.

Required Improvements

a. As shown in Table 3 for the existing (Year 2012) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

b. As shown in Table 6 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

c. As shown in Table 8 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

d. Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 9. As previously noted, the project is projected to not have a significant impact at the study area intersections.

e. Based upon the CMP thresholds, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

Other Considerations

a. Final design of the optional secondary access ("right turn in" only lane on East Coast Highway) will need to accommodate bicycle use along the corridor and will require coordination with and the approval of the California Department of Transportation, the Orange County Transportation Authority, and the Orange County Sanitation District. The driveway for the Orange County Sanitation District will need to be relocated so as not to interfere with the proposed "right turn in" only lane. Based on the posted speed limit of 50 miles per hour, and assuming partial deceleration of 10 miles per hour in the through lane, the recommended length of the deceleration lane is 315 feet (see California Department of Transportation, Highway Design Manual, May 7, 2012, Table 405.2B).

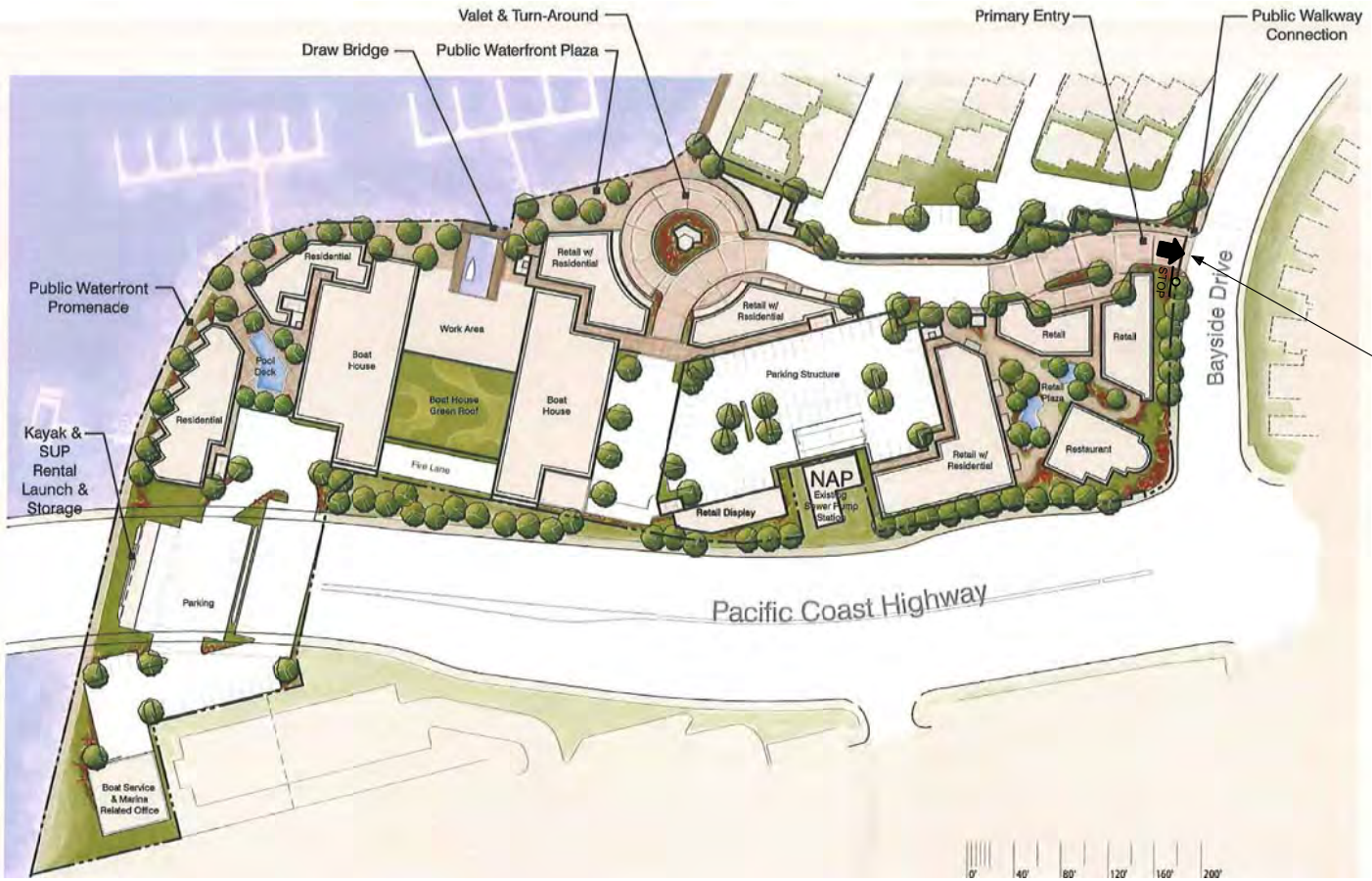
b. Queue analysis of CEQA traffic conditions of the northbound left from Bayside Drive into the project driveway resulted in nominal queues (less than one vehicle). The California Department of Transportation Highway Design Manual recommends a minimum storage length of two vehicles, or 50 feet.

c. A minimum of 200 feet of southbound left turn storage length should be provided at the Bayside Drive/East Coast Highway intersection under the Existing Geometry evaluation (see Table 11).

d. A minimum of 120 feet of southbound left turn storage length should be provided at the Bayside Drive/East Coast Highway intersection under the Project-Related Improvements and Project-Related Improvements Plus Optional Secondary Access evaluations. The project is proposing 135 feet of southbound storage to prevent the overflow of queued southbound left vehicles from blocking the northbound left turn into the project site (see Figure 27).

e. Appropriate “KEEP CLEAR” signing and pavement markings should be provided at the Bayside Drive/Project Driveway intersection. With the proposed storage lengths, if the 95th-percentile queue is exceeded, there is an additional 35 feet of storage to the "KEEP CLEAR" limit line that could store approximately one more vehicle before the northbound left turn lane is blocked. Therefore, the southbound left turn queue is not expected to reach the "KEEP CLEAR" zone, but it is recommended as a precautionary measure.

Figure 28
Circulation Recommendations



Provide 120 feet minimum between the project driveway and the Bayside Drive/East Coast Highway intersection. As a further precaution, appropriate "KEEP CLEAR" signing and pavement markings should be provided at the Bayside Drive/Project Driveway intersection.

On-site parking shall be provided to meet City of Newport Beach parking code requirements.

Sight distance at the project accesses shall be reviewed with respect to City of Newport Beach standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project and as approved by the City of Newport Beach.

Legend

= Full Access Driveway

STOP = Stop Sign

N

NTS

5188/28

Appendices

Appendix A	**Glossary of Transportation Terms**
Appendix B	**Year 2011/2012 Traffic Count Worksheets**
Appendix C	**Explanation and Calculation of Intersection Capacity Utilization**
Appendix D	**Trip Generation - Existing Project Site and Additional Sources**
Appendix E	**Approved Project Data**
Appendix F	**Regional Traffic Annual Growth Rate**
Appendix G	**TPO One-Percent Analysis Calculation Worksheets**
Appendix H	**Cumulative Project Data**
Appendix I	**Explanation and Calculation of Intersection Delay**
Appendix J	**Site Access Evaluations Intersection Capacity Utilization Worksheets**
Appendix K	**Queue Analysis Worksheets**

Please reference the included CD to view and print the Appendices.

For a printed copy of the Appendices, please contact us at:

KUNZMAN ASSOCIATES, INC.

1111 Town & Country Road, Suite 34
Orange, CA 92868-4667
(714) 973-8383

www.traffic-engineer.com

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles which can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DAILY TRAFFIC: Same as average daily traffic.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FIXED TIME SIGNAL: Same as pretimed signal.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Year 2011/2012 Traffic Count Worksheets

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

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

File Name : H1104028
Site Code : 00005054
Start Date : 5/17/2011
Page No : 1

Groups Printed- Turning Movements

	NEWPORT RAMP Southbound			COAST HIGHWAY Westbound			DEAD END Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	51	0	87	45	137	0	0	0	0	8	364	0	692
07:15 AM	57	0	91	43	150	0	0	0	0	17	382	0	740
07:30 AM	66	0	83	51	181	0	0	0	0	22	446	0	849
07:45 AM	61	0	102	73	214	0	0	0	0	42	496	0	988
Total	235	0	363	212	682	0	0	0	0	89	1688	0	3269
08:00 AM	72	0	109	86	206	0	0	0	0	37	524	0	1034
08:15 AM	86	0	112	93	222	0	0	0	0	41	524	0	1078
08:30 AM	83	0	107	89	230	0	0	0	0	51	515	0	1075
08:45 AM	74	0	91	80	216	0	0	0	0	45	506	0	1012
Total	315	0	419	348	874	0	0	0	0	174	2069	0	4199
*** BREAK ***													
04:30 PM	107	0	133	119	433	0	0	0	0	29	347	0	1168
04:45 PM	118	0	150	131	419	0	0	0	0	33	351	0	1202
Total	225	0	283	250	852	0	0	0	0	62	698	0	2370
05:00 PM	104	0	147	119	445	0	0	0	0	42	335	0	1192
05:15 PM	114	0	159	128	462	0	0	0	0	31	359	0	1253
05:30 PM	123	0	139	137	437	0	0	0	0	42	342	0	1220
05:45 PM	108	0	125	120	452	0	0	0	0	44	319	0	1168
Total	449	0	570	504	1796	0	0	0	0	159	1355	0	4833
06:00 PM	112	0	142	118	427	0	0	0	0	39	331	0	1169
06:15 PM	108	0	127	108	420	0	0	0	0	37	321	0	1121
Grand Total	1444	0	1904	1540	5051	0	0	0	0	560	6462	0	16961
Apprch %	43.1	0	56.9	23.4	76.6	0	0	0	0	8	92	0	
Total %	8.5	0	11.2	9.1	29.8	0	0	0	0	3.3	38.1	0	

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

City: NEWPORT BEACH
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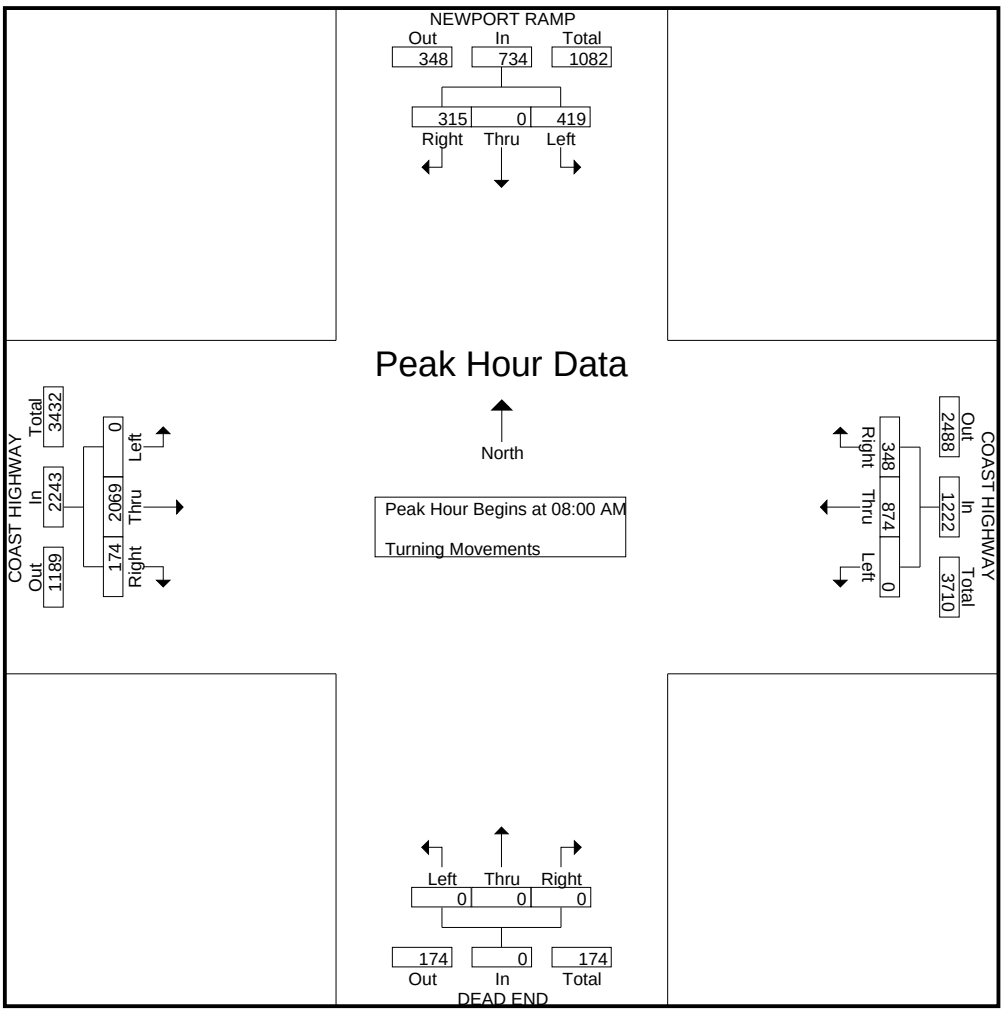
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1104028
Site Code : 00005054
Start Date : 5/17/2011
Page No : 2

	NEWPORT RAMP Southbound				COAST HIGHWAY Westbound				DEAD END Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	72	0	109	181	86	206	0	292	0	0	0	0	37	**524**	0	561	1034
08:15 AM	**86**	0	**112**	**198**	**93**	222	0	315	0	0	0	0	41	524	0	565	**1078**
08:30 AM	83	0	107	190	89	**230**	0	**319**	0	0	0	0	**51**	515	0	**566**	1075
08:45 AM	74	0	91	165	80	216	0	296	0	0	0	0	45	506	0	551	1012
Total Volume	315	0	419	734	348	874	0	1222	0	0	0	0	174	2069	0	2243	4199
% App. Total	42.9	0	57.1		28.5	71.5	0		0	0	0		7.8	92.2	0		
PHF	.916	.000	.935	.927	.935	.950	.000	.958	.000	.000	.000	.000	.853	.987	.000	.991	.974



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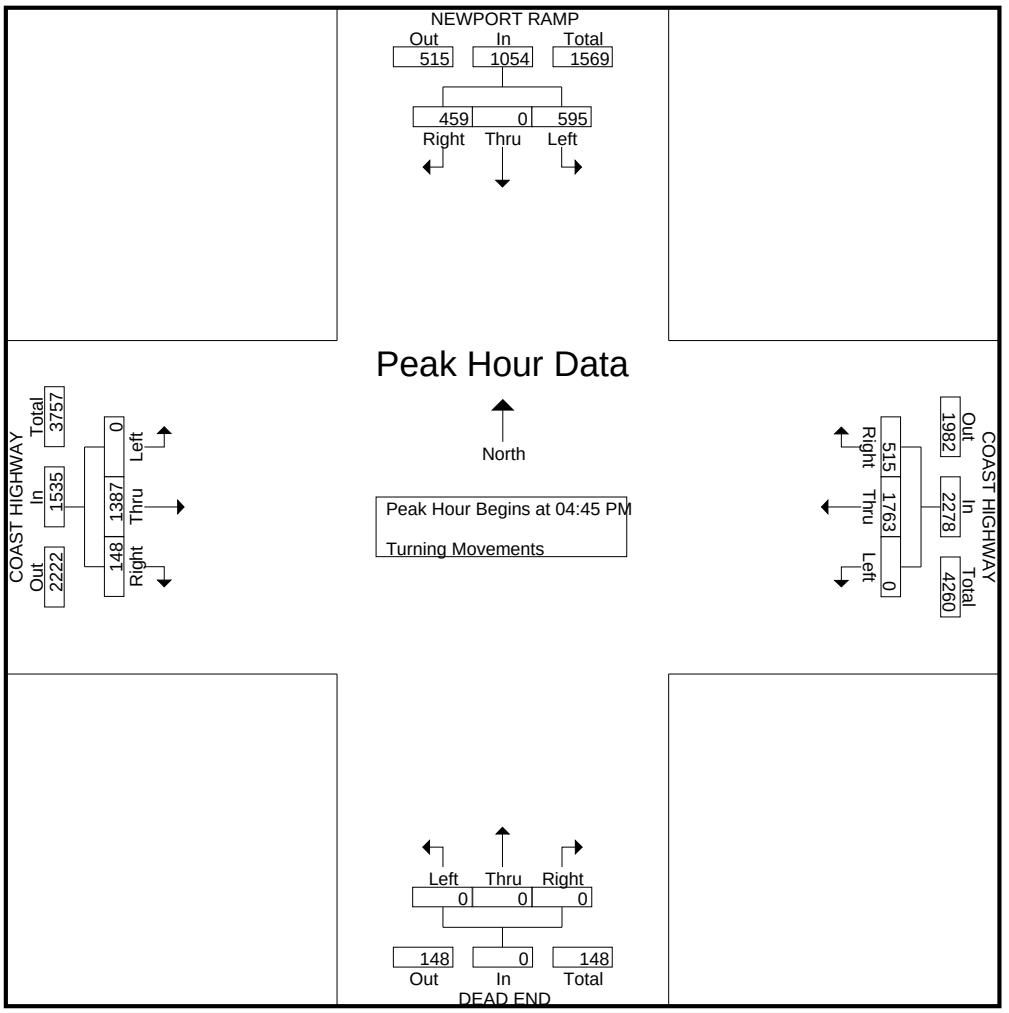
Page No : 3

	NEWPORT RAMP Southbound				COAST HIGHWAY Westbound				DEAD END Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	118	0	150	268	131	419	0	550	0	0	0	0	33	351	0	384	1202
05:00 PM	104	0	147	251	119	445	0	564	0	0	0	0	**42**	335	0	377	1192
05:15 PM	114	0	**159**	**273**	128	**462**	0	**590**	0	0	0	0	31	**359**	0	**390**	**1253**
05:30 PM	**123**	0	139	262	**137**	437	0	574	0	0	0	0	42	342	0	384	1220
Total Volume	459	0	595	1054	515	1763	0	2278	0	0	0	0	148	1387	0	1535	4867
% App. Total	43.5	0	56.5		22.6	77.4	0		0	0	0		9.6	90.4	0		
PHF	.933	.000	.936	.965	.940	.954	.000	.965	.000	.000	.000	.000	.881	.966	.000	.984	.971



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

File Name : h1104031
Site Code : 00003874
Start Date : 5/5/2011
Page No : 1

Groups Printed- Turning Movements

	RIVERSIDE DRIVE Southbound			PACIFIC COAST HIGHWAY Westbound			RIVERSIDE DRIVE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	33	0	5	5	145	1	0	0	0	0	252	31	472
07:15 AM	50	0	13	10	190	1	0	0	1	2	306	67	640
07:30 AM	63	0	12	16	232	2	0	0	0	0	421	92	838
07:45 AM	124	1	16	13	235	2	1	1	1	4	520	102	1020
Total	270	1	46	44	802	6	1	1	2	6	1499	292	2970
08:00 AM	144	0	26	13	250	2	0	1	1	3	428	97	965
08:15 AM	67	1	25	19	331	2	0	0	0	1	483	55	984
08:30 AM	77	1	19	19	279	2	0	1	1	4	469	95	967
08:45 AM	65	0	24	19	293	4	0	0	0	2	464	54	925
Total	353	2	94	70	1153	10	0	2	2	10	1844	301	3841
*** BREAK ***													
04:30 PM	121	0	25	13	442	5	1	0	6	0	377	75	1065
04:45 PM	100	1	33	15	538	8	1	0	5	3	426	65	1195
Total	221	1	58	28	980	13	2	0	11	3	803	140	2260
05:00 PM	124	0	25	12	533	13	4	0	5	6	336	84	1142
05:15 PM	103	1	33	14	590	12	6	3	2	4	323	59	1150
05:30 PM	126	1	23	12	602	9	2	0	2	4	325	62	1168
05:45 PM	123	1	22	17	566	7	6	2	3	4	357	69	1177
Total	476	3	103	55	2291	41	18	5	12	18	1341	274	4637
06:00 PM	95	1	14	6	604	6	4	0	8	5	288	51	1082
06:15 PM	98	0	15	14	534	6	2	0	2	4	310	45	1030
Grand Total	1513	8	330	217	6364	82	27	8	37	46	6085	1103	15820
Apprch %	81.7	0.4	17.8	3.3	95.5	1.2	37.5	11.1	51.4	0.6	84.1	15.2	
Total %	9.6	0.1	2.1	1.4	40.2	0.5	0.2	0.1	0.2	0.3	38.5	7	

Transportation Studies, Inc.
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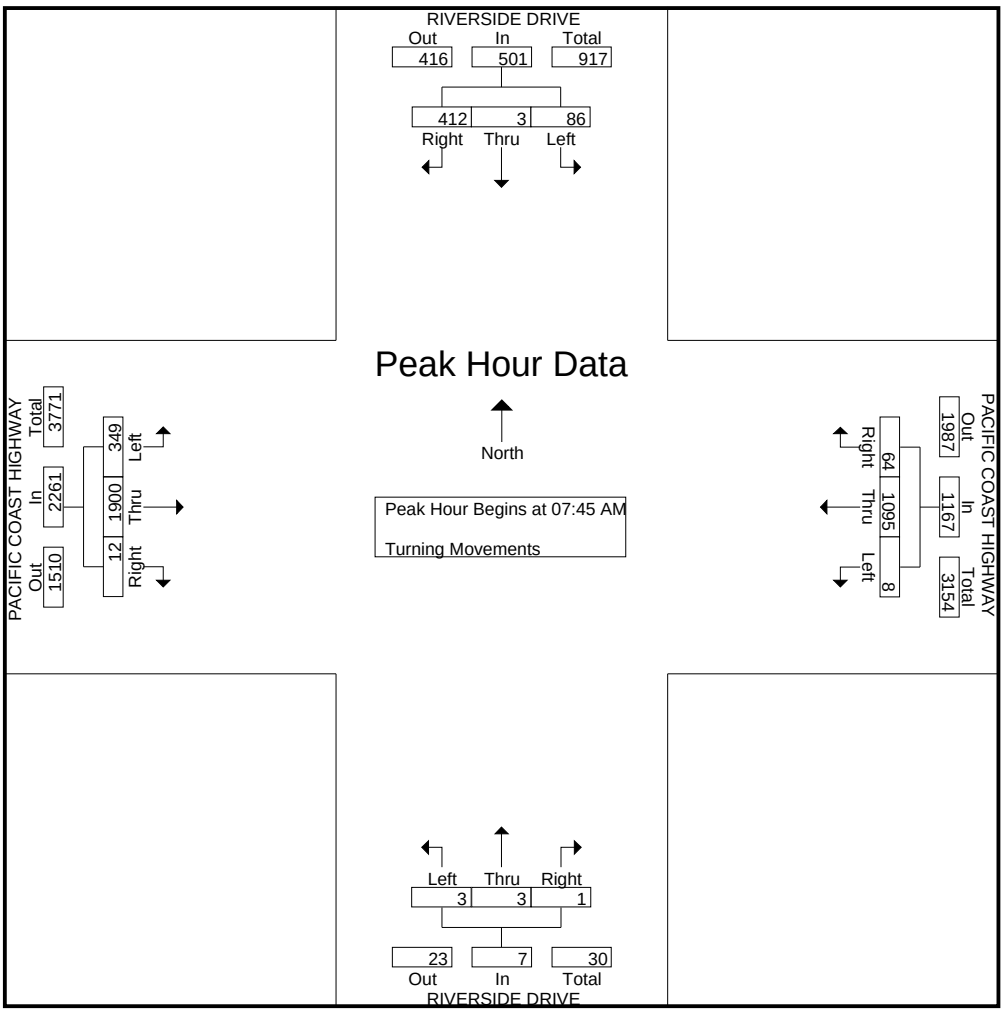
File Name : h1104031
Site Code : 00003874
Start Date : 5/5/2011
Page No : 2

	RIVERSIDE DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				RIVERSIDE DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	124	**1**	16	141	13	235	**2**	250	**1**	**1**	**1**	**3**	**4**	**520**	**102**	**626**	**1020**
08:00 AM	**144**	0	**26**	**170**	13	250	2	265	0	1	1	2	3	428	97	528	965
08:15 AM	67	1	25	93	**19**	**331**	2	**352**	0	0	0	0	1	483	55	539	984
08:30 AM	77	1	19	97	19	279	2	300	0	1	1	2	4	469	95	568	967
Total Volume	412	3	86	501	64	1095	8	1167	1	3	3	7	12	1900	349	2261	3936
% App. Total	82.2	0.6	17.2		5.5	93.8	0.7		14.3	42.9	42.9		0.5	84	15.4		
PHF	.715	.750	.827	.737	.842	.827	1.000	.829	.250	.750	.750	.583	.750	.913	.855	.903	.965



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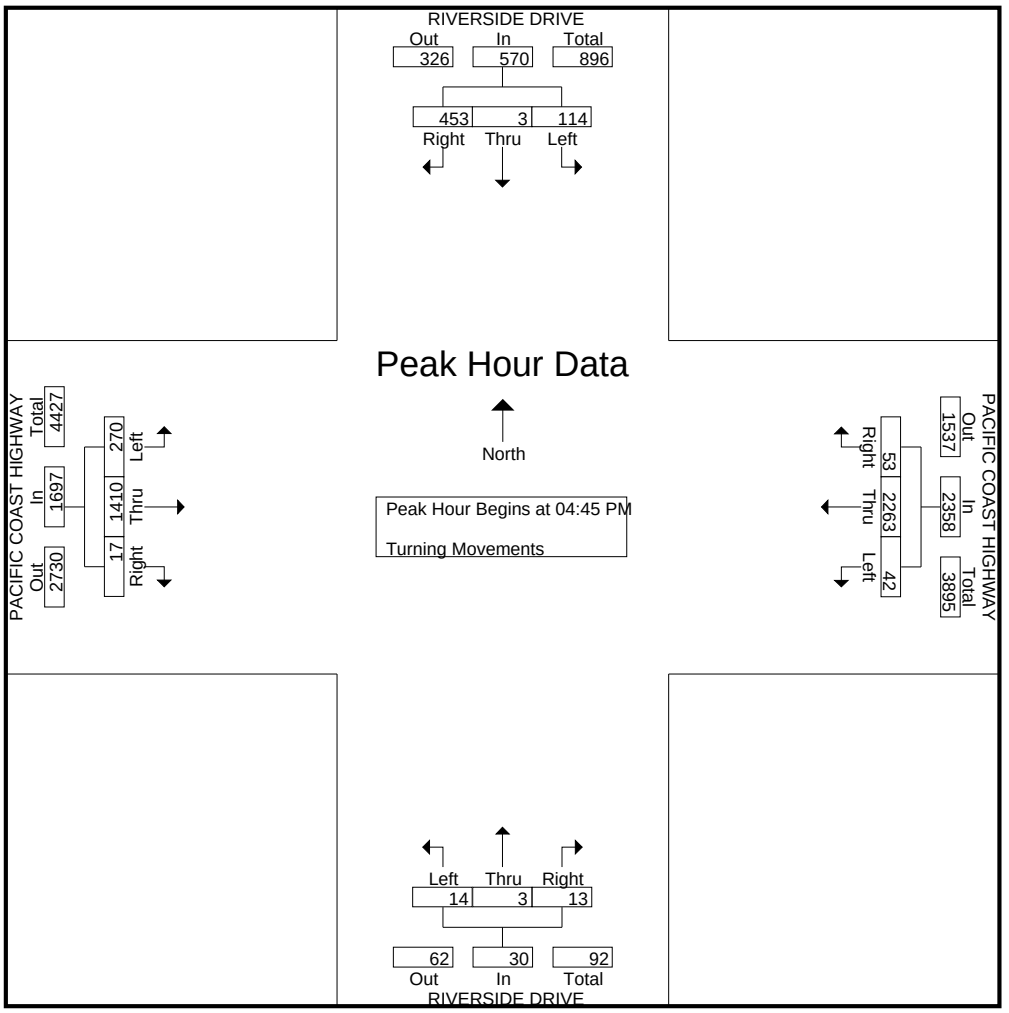
File Name : h1104031
Site Code : 00003874
Start Date : 5/5/2011
Page No : 3

	RIVERSIDE DRIVE Southbound				PACIFIC COAST HIGHWAY Westbound				RIVERSIDE DRIVE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	100	**1**	**33**	134	**15**	538	8	561	1	0	**5**	6	3	**426**	65	**494**	**1195**
05:00 PM	124	0	25	149	12	533	**13**	558	4	0	5	9	**6**	336	**84**	426	1142
05:15 PM	103	1	33	137	14	590	12	616	**6**	**3**	2	**11**	4	323	59	386	1150
05:30 PM	**126**	1	23	**150**	12	**602**	9	**623**	2	0	2	4	4	325	62	391	1168
Total Volume	453	3	114	570	53	2263	42	2358	13	3	14	30	17	1410	270	1697	4655
% App. Total	79.5	0.5	20		2.2	96	1.8		43.3	10	46.7		1	83.1	15.9		
PHF	.899	.750	.864	.950	.883	.940	.808	.946	.542	.250	.700	.682	.708	.827	.804	.859	.974



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

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

File Name : H1104032
Site Code : 00005058
Start Date : 5/10/2011
Page No : 1

Groups Printed- Turning Movements

	TUSTIN AVENUE Southbound			COAST HIGHWAY Westbound			DRIVEWAY Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	0	0	2	3	167	0	0	0	0	0	301	1	474
07:15 AM	4	0	7	2	181	0	0	0	0	0	322	4	520
07:30 AM	6	0	2	5	214	0	0	0	0	0	380	3	610
07:45 AM	6	0	4	23	249	0	0	0	0	0	508	25	815
Total	16	0	15	33	811	0	0	0	0	0	1511	33	2419
08:00 AM	9	0	4	12	262	0	0	0	0	0	490	12	789
08:15 AM	4	0	6	3	300	0	0	0	0	0	471	6	790
08:30 AM	3	0	8	7	301	0	0	0	0	0	458	1	778
08:45 AM	8	0	10	6	343	0	0	0	0	0	476	6	849
Total	24	0	28	28	1206	0	0	0	0	0	1895	25	3206
*** BREAK ***													
04:30 PM	8	0	14	11	455	0	0	0	0	0	400	30	918
04:45 PM	7	0	12	5	493	0	0	0	0	0	408	20	945
Total	15	0	26	16	948	0	0	0	0	0	808	50	1863
05:00 PM	9	0	12	11	502	0	1	0	0	0	374	14	923
05:15 PM	9	0	14	9	647	0	0	0	0	0	383	21	1083
05:30 PM	3	0	12	11	598	0	2	0	0	2	306	13	947
05:45 PM	7	0	12	9	549	0	0	0	1	3	297	18	896
Total	28	0	50	40	2296	0	3	0	1	5	1360	66	3849
06:00 PM	8	0	7	9	564	0	1	0	1	0	295	13	898
06:15 PM	3	0	7	5	578	0	1	0	0	1	295	23	913
Grand Total	94	0	133	131	6403	0	5	0	2	6	6164	210	13148
Apprch %	41.4	0	58.6	2	98	0	71.4	0	28.6	0.1	96.6	3.3	
Total %	0.7	0	1	1	48.7	0	0	0	0	0	46.9	1.6	

Transportation Studies, Inc.
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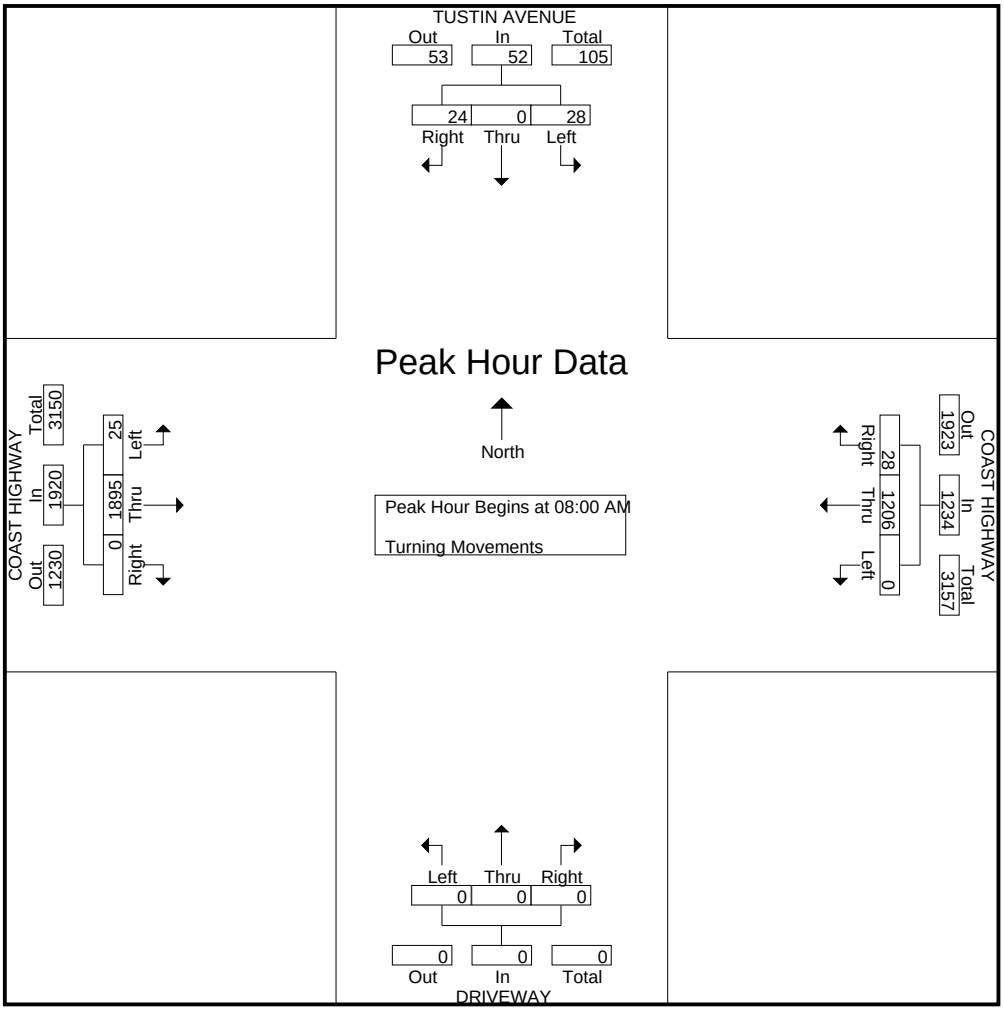
City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: COAST HIGHWAY

File Name : H1104032
Site Code : 00005058
Start Date : 5/10/2011
Page No : 2

	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**9**	0	4	13	**12**	262	0	274	0	0	0	0	0	**490**	**12**	**502**	789
08:15 AM	4	0	6	10	3	300	0	303	0	0	0	0	0	471	6	477	790
08:30 AM	3	0	8	11	7	301	0	308	0	0	0	0	0	458	1	459	778
08:45 AM	8	0	**10**	**18**	6	**343**	0	**349**	0	0	0	0	0	476	6	482	**849**
Total Volume	24	0	28	52	28	1206	0	1234	0	0	0	0	0	1895	25	1920	3206
% App. Total	46.2	0	53.8		2.3	97.7	0		0	0	0		0	98.7	1.3		
PHF	.667	.000	.700	.722	.583	.879	.000	.884	.000	.000	.000	.000	.000	.967	.521	.956	.944

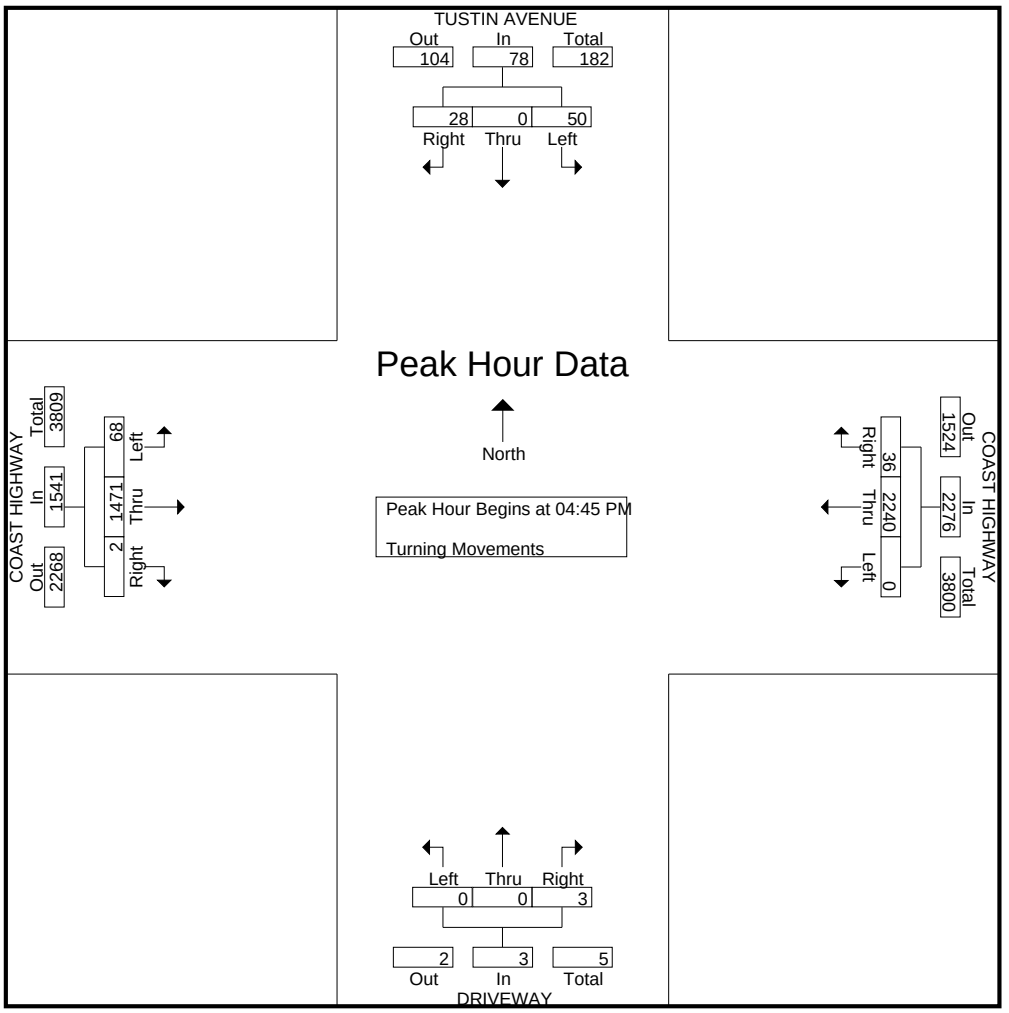


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

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

File Name : H1104032
Site Code : 00005058
Start Date : 5/10/2011
Page No : 3

	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	0	12	19	5	493	0	498	0	0	0	0	0	**408**	20	**428**	945
05:00 PM	**9**	0	12	21	**11**	502	0	513	1	0	0	1	0	374	14	388	923
05:15 PM	9	0	**14**	**23**	9	**647**	0	**656**	0	0	0	0	0	383	**21**	404	**1083**
05:30 PM	3	0	12	15	11	598	0	609	**2**	0	0	**2**	**2**	306	13	321	947
Total Volume	28	0	50	78	36	2240	0	2276	3	0	0	3	2	1471	68	1541	3898
% App. Total	35.9	0	64.1		1.6	98.4	0		100	0	0		0.1	95.5	4.4		
PHF	.778	.000	.893	.848	.818	.866	.000	.867	.375	.000	.000	.375	.250	.901	.810	.900	.900



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

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: DOVER DRIVE-19TH ST

File Name : H1204029
Site Code : 00005701
Start Date : 4/24/2012
Page No : 1

Groups Printed- Turning Movements

	IRVINE AVENUE Southbound			DOVER DRIVE Westbound			IRVINE AVENUE Northbound			19TH STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	2	109	17	17	8	0	4	95	5	9	15	8	289
07:15 AM	5	107	18	26	8	3	1	102	4	6	19	10	309
07:30 AM	5	170	30	51	22	5	6	145	11	4	34	13	496
07:45 AM	0	300	44	66	22	1	2	241	8	8	51	12	755
Total	12	686	109	160	60	9	13	583	28	27	119	43	1849
08:00 AM	7	128	33	84	31	4	1	211	12	7	32	20	570
08:15 AM	6	140	25	39	26	2	3	183	9	9	38	19	499
08:30 AM	4	153	34	45	27	1	3	159	22	7	22	19	496
08:45 AM	9	151	27	43	25	0	3	167	17	16	29	15	502
Total	26	572	119	211	109	7	10	720	60	39	121	73	2067
*** BREAK ***													
04:30 PM	5	193	39	51	61	5	7	143	15	14	18	8	559
04:45 PM	14	277	39	56	46	8	10	126	43	18	38	13	688
Total	19	470	78	107	107	13	17	269	58	32	56	21	1247
05:00 PM	10	264	40	57	49	7	13	178	16	11	20	5	670
05:15 PM	21	310	37	56	48	5	12	175	23	19	26	17	749
05:30 PM	24	334	43	65	39	10	6	179	15	15	25	13	768
05:45 PM	20	299	38	58	45	7	6	150	17	12	23	13	688
Total	75	1207	158	236	181	29	37	682	71	57	94	48	2875
06:00 PM	16	293	48	47	43	9	6	156	14	4	24	7	667
06:15 PM	16	233	31	45	38	7	9	154	17	8	18	11	587
Grand Total	164	3461	543	806	538	74	92	2564	248	167	432	203	9292
Apprch %	3.9	83	13	56.8	37.9	5.2	3.2	88.3	8.5	20.8	53.9	25.3	
Total %	1.8	37.2	5.8	8.7	5.8	0.8	1	27.6	2.7	1.8	4.6	2.2	

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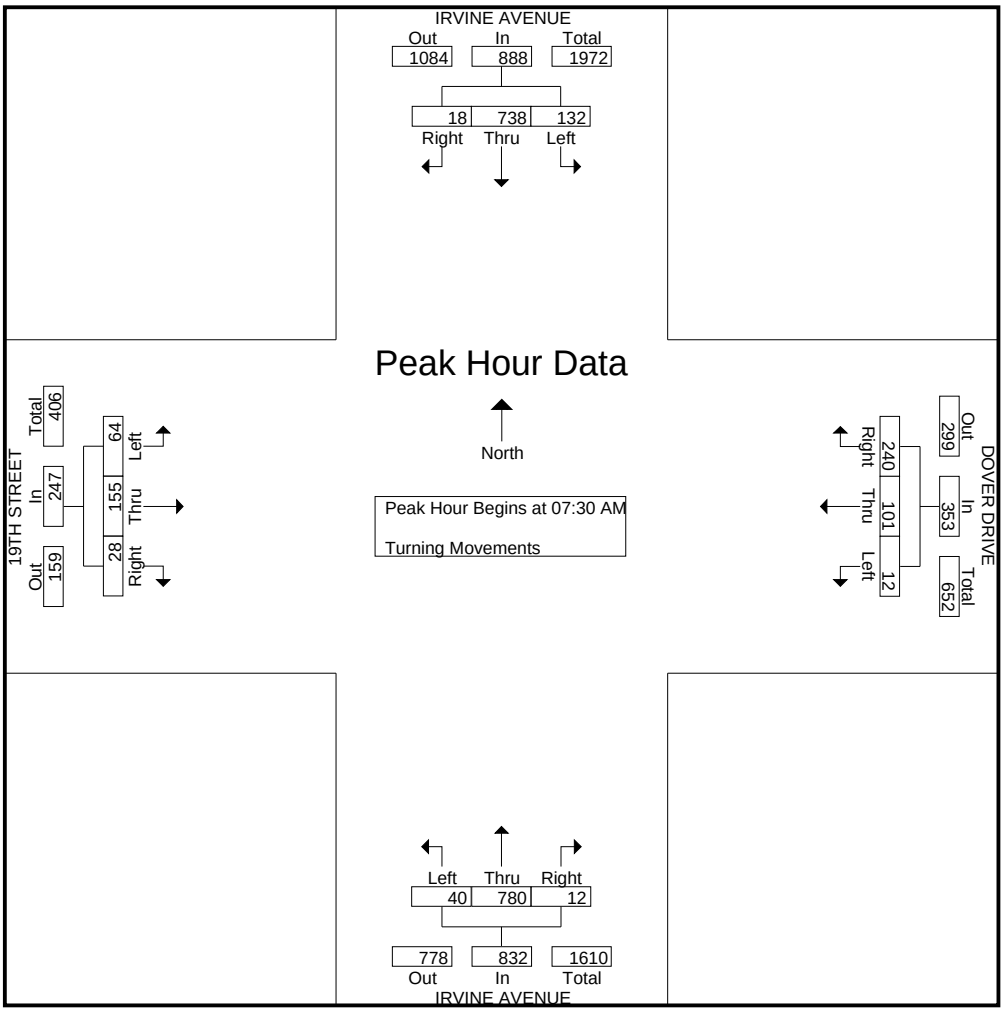
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: DOVER DRIVE-19TH ST

File Name : H1204029
Site Code : 00005701
Start Date : 4/24/2012

	IRVINE AVENUE Southbound				DOVER DRIVE Westbound				IRVINE AVENUE Northbound				19TH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	170	30	205	51	22	**5**	78	**6**	145	11	162	4	34	13	51	496
07:45 AM	0	**300**	**44**	**344**	66	22	1	89	2	**241**	8	**251**	8	**51**	12	**71**	**755**
08:00 AM	**7**	128	33	168	**84**	**31**	4	**119**	1	211	**12**	224	7	32	**20**	59	570
08:15 AM	6	140	25	171	39	26	2	67	3	183	9	195	**9**	38	19	66	499
Total Volume	18	738	132	888	240	101	12	353	12	780	40	832	28	155	64	247	2320
% App. Total	2	83.1	14.9		68	28.6	3.4		1.4	93.8	4.8		11.3	62.8	25.9		
PHF	.643	.615	.750	.645	.714	.815	.600	.742	.500	.809	.833	.829	.778	.760	.800	.870	.768

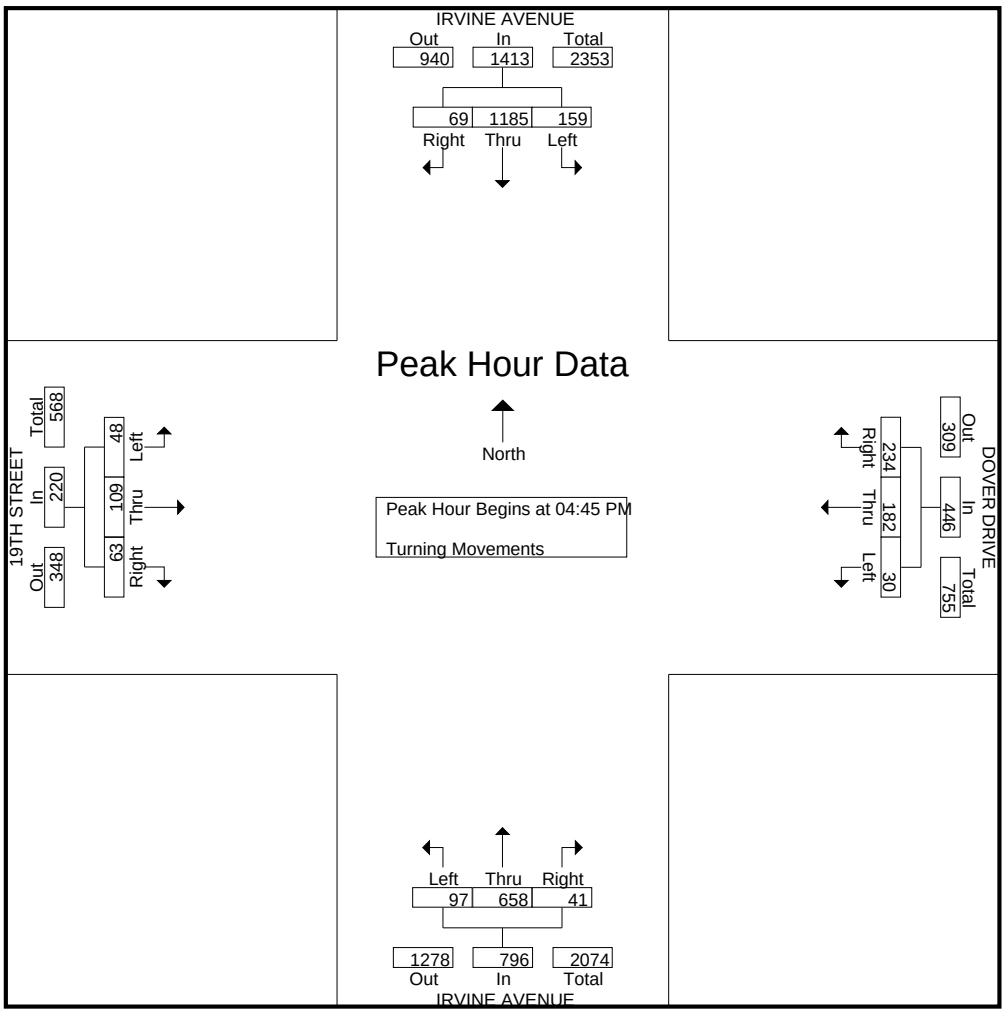


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: DOVER DRIVE-19TH ST

File Name : H1204029
Site Code : 00005701
Start Date : 4/24/2012

	IRVINE AVENUE Southbound				DOVER DRIVE Westbound				IRVINE AVENUE Northbound				19TH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	277	39	330	56	46	8	110	10	126	**43**	179	18	**38**	13	**69**	688
05:00 PM	10	264	40	314	57	**49**	7	113	**13**	178	16	207	11	20	5	36	670
05:15 PM	21	310	37	368	56	48	5	109	12	175	23	**210**	**19**	26	**17**	62	749
05:30 PM	**24**	**334**	**43**	**401**	**65**	39	**10**	**114**	6	**179**	15	200	15	25	13	53	**768**
Total Volume	69	1185	159	1413	234	182	30	446	41	658	97	796	63	109	48	220	2875
% App. Total	4.9	83.9	11.3		52.5	40.8	6.7		5.2	82.7	12.2		28.6	49.5	21.8		
PHF	.719	.887	.924	.881	.900	.929	.750	.978	.788	.919	.564	.948	.829	.717	.706	.797	.936



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

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: 17TH ST - WESTCLIFF DR

File Name : H1204030
Site Code : 00003873
Start Date : 5/3/2012

Groups Printed- Turning Movements

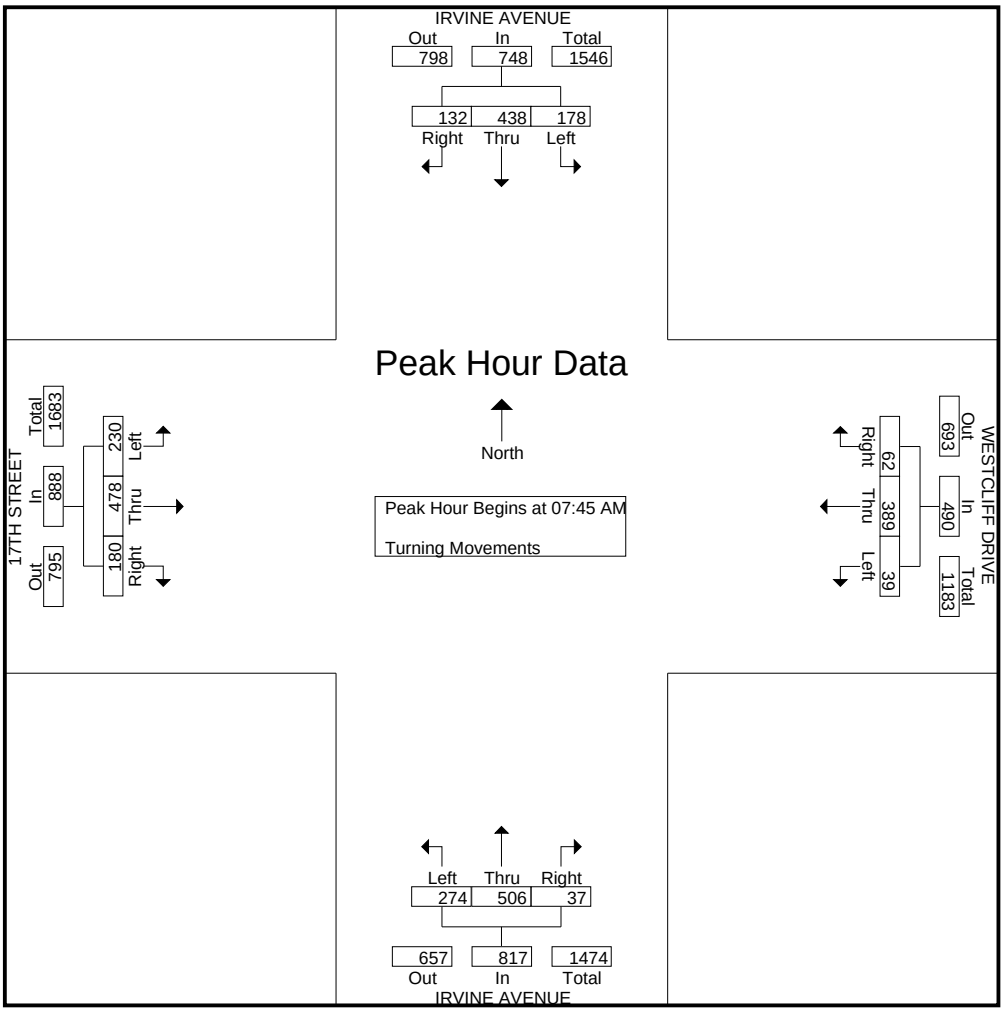
	IRVINE AVENUE Southbound			WESTCLIFF DRIVE Westbound			IRVINE AVENUE Northbound			17TH STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	25	64	16	0	33	3	3	73	43	39	68	23	390
07:15 AM	26	43	13	4	42	5	3	64	59	30	80	31	400
07:30 AM	25	124	38	11	47	5	4	101	79	53	88	31	606
07:45 AM	25	194	71	18	74	5	6	130	69	80	116	53	841
Total	101	425	138	33	196	18	16	368	250	202	352	138	2237
08:00 AM	48	105	49	16	81	10	13	178	85	35	118	64	802
08:15 AM	25	63	30	12	109	7	8	108	71	28	131	49	641
08:30 AM	34	76	28	16	125	17	10	90	49	37	113	64	659
08:45 AM	50	88	58	14	135	14	4	100	68	35	116	40	722
Total	157	332	165	58	450	48	35	476	273	135	478	217	2824
*** BREAK ***													
04:30 PM	71	113	38	29	151	16	11	101	70	49	145	68	862
04:45 PM	72	113	71	17	162	15	9	95	81	46	125	77	883
Total	143	226	109	46	313	31	20	196	151	95	270	145	1745
05:00 PM	73	111	38	17	158	19	8	93	63	48	121	64	813
05:15 PM	118	142	59	38	136	16	9	128	79	55	126	58	964
05:30 PM	149	143	45	14	144	26	11	107	76	59	126	69	969
05:45 PM	135	164	38	21	143	17	9	139	81	60	109	50	966
Total	475	560	180	90	581	78	37	467	299	222	482	241	3712
06:00 PM	121	135	28	14	131	22	17	85	76	44	111	71	855
06:15 PM	94	134	35	10	143	15	12	72	73	70	125	60	843
Grand Total	1091	1812	655	251	1814	212	137	1664	1122	768	1818	872	12216
Apprch %	30.7	50.9	18.4	11	79.7	9.3	4.7	56.9	38.4	22.2	52.6	25.2	
Total %	8.9	14.8	5.4	2.1	14.8	1.7	1.1	13.6	9.2	6.3	14.9	7.1	

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

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: 17TH ST - WESTCLIFF DR

File Name : H1204030
Site Code : 00003873
Start Date : 5/3/2012

	IRVINE AVENUE Southbound				WESTCLIFF DRIVE Westbound				IRVINE AVENUE Northbound				17TH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	25	**194**	**71**	**290**	**18**	74	5	97	6	130	69	205	**80**	116	53	**249**	**841**
08:00 AM	**48**	105	49	202	16	81	10	107	**13**	**178**	**85**	**276**	35	118	**64**	217	802
08:15 AM	25	63	30	118	12	109	7	128	8	108	71	187	28	**131**	49	208	641
08:30 AM	34	76	28	138	16	**125**	**17**	**158**	10	90	49	149	37	113	64	214	659
Total Volume	132	438	178	748	62	389	39	490	37	506	274	817	180	478	230	888	2943
% App. Total	17.6	58.6	23.8		12.7	79.4	8		4.5	61.9	33.5		20.3	53.8	25.9		
PHF	.688	.564	.627	.645	.861	.778	.574	.775	.712	.711	.806	.740	.563	.912	.898	.892	.875

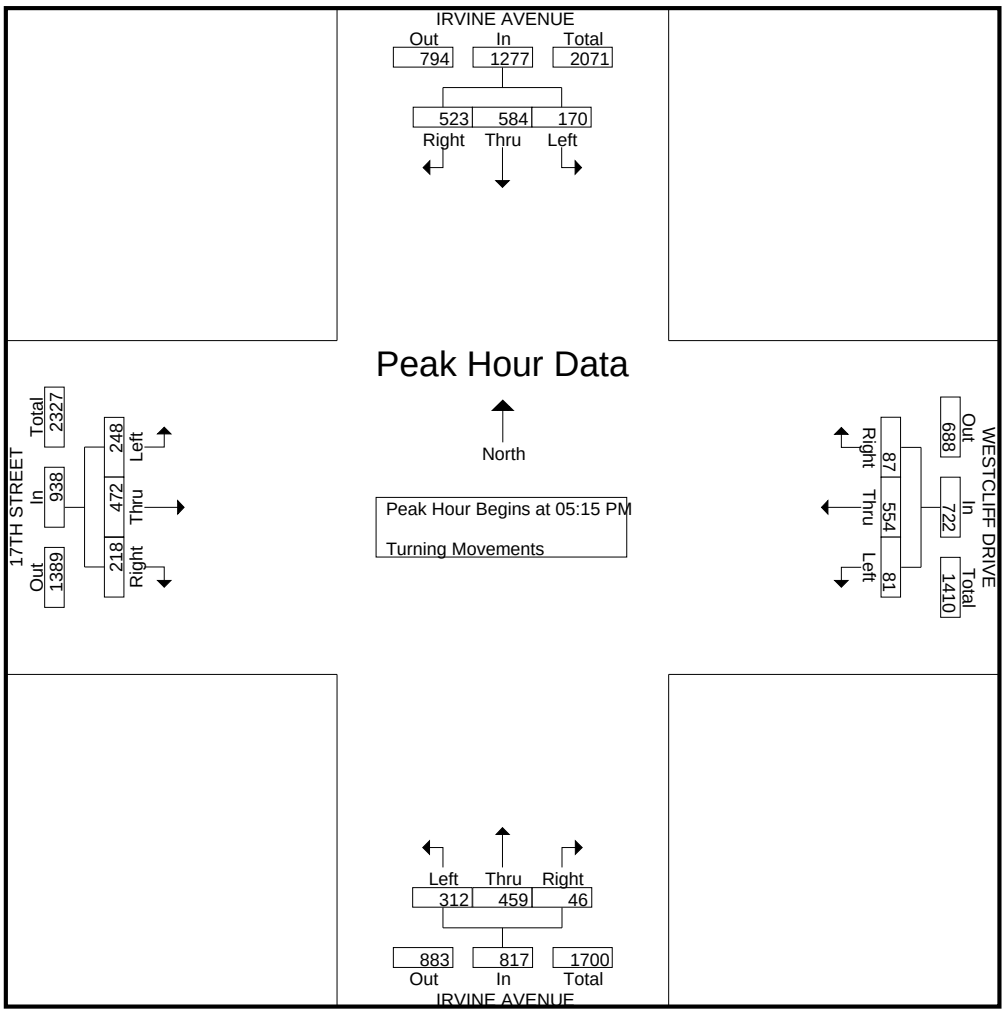


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: 17TH ST - WESTCLIFF DR

File Name : H1204030
Site Code : 00003873
Start Date : 5/3/2012
Page No : 3

	IRVINE AVENUE Southbound				WESTCLIFF DRIVE Westbound				IRVINE AVENUE Northbound				17TH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	118	142	**59**	319	**38**	136	16	**190**	9	128	79	216	55	**126**	58	239	964
05:30 PM	**149**	143	45	**337**	14	**144**	**26**	184	11	107	76	194	59	126	69	**254**	**969**
05:45 PM	135	**164**	38	337	21	143	17	181	9	**139**	**81**	**229**	**60**	109	50	219	966
06:00 PM	121	135	28	284	14	131	22	167	**17**	85	76	178	44	111	**71**	226	855
Total Volume	523	584	170	1277	87	554	81	722	46	459	312	817	218	472	248	938	3754
% App. Total	41	45.7	13.3		12	76.7	11.2		5.6	56.2	38.2		23.2	50.3	26.4		
PHF	.878	.890	.720	.947	.572	.962	.779	.950	.676	.826	.963	.892	.908	.937	.873	.923	.969



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

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: WESTCLIFF DRIVE

File Name : H1204028
Site Code : 00000562
Start Date : 4/25/2012
Page No : 1

Groups Printed- Turning Movements

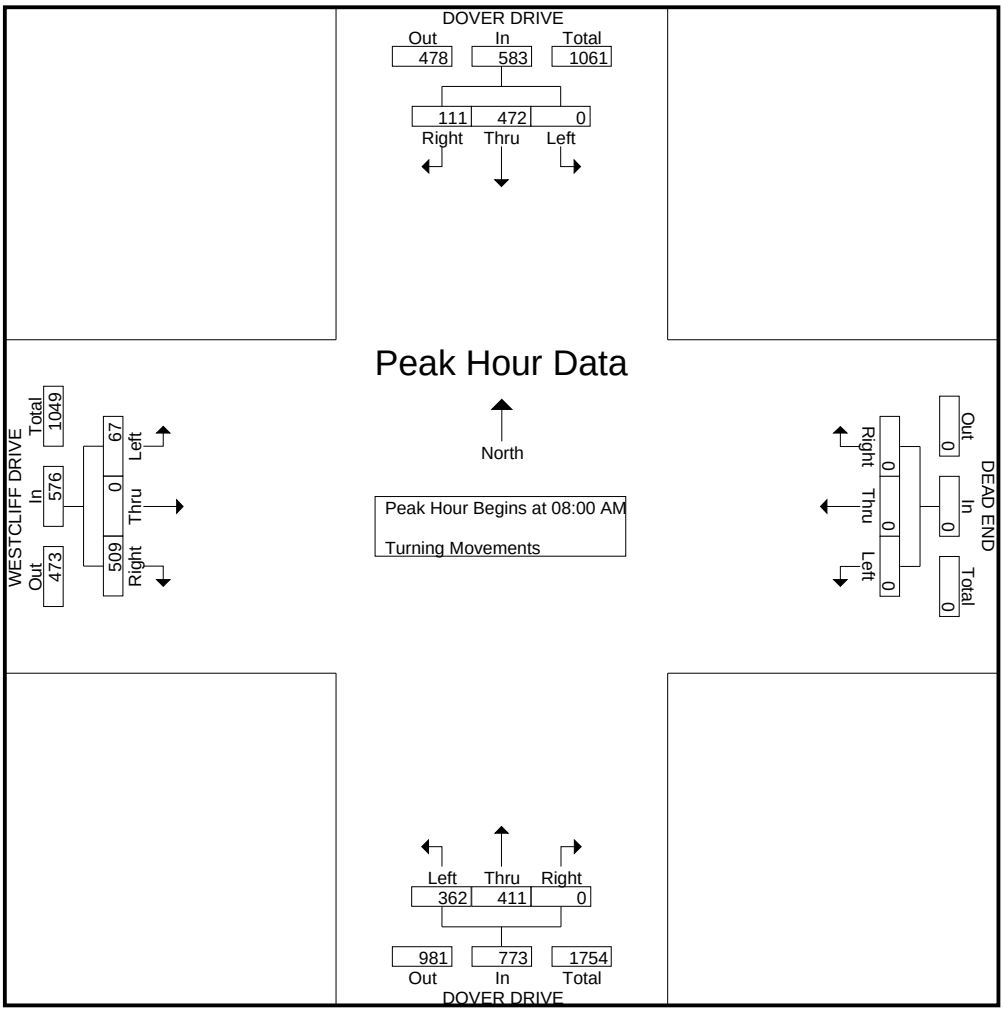
	DOVER DRIVE Southbound			DEAD END Westbound			DOVER DRIVE Northbound			WESTCLIFF DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	8	41	0	0	0	0	0	38	27	67	0	11	192
07:15 AM	16	84	0	0	0	0	0	39	25	75	0	11	250
07:30 AM	18	94	0	0	0	0	0	81	42	96	0	8	339
07:45 AM	31	121	0	0	0	0	0	109	63	155	0	13	492
Total	73	340	0	0	0	0	0	267	157	393	0	43	1273
08:00 AM	26	81	0	0	0	0	0	109	96	104	0	19	435
08:15 AM	15	84	0	0	0	0	0	86	75	130	0	16	406
08:30 AM	39	143	0	0	0	0	0	87	100	130	0	17	516
08:45 AM	31	164	0	0	0	0	0	129	91	145	0	15	575
Total	111	472	0	0	0	0	0	411	362	509	0	67	1932
*** BREAK ***													
04:30 PM	26	78	0	0	0	0	0	127	137	130	0	25	523
04:45 PM	19	83	0	0	0	0	0	123	123	126	0	36	510
Total	45	161	0	0	0	0	0	250	260	256	0	61	1033
05:00 PM	24	86	0	0	0	0	0	111	131	120	0	30	502
05:15 PM	26	91	0	0	0	0	0	150	150	146	0	26	589
05:30 PM	24	101	0	0	0	0	0	149	132	114	0	34	554
05:45 PM	29	91	0	0	0	0	0	133	137	123	0	31	544
Total	103	369	0	0	0	0	0	543	550	503	0	121	2189
06:00 PM	32	79	0	0	0	0	0	97	117	104	0	31	460
06:15 PM	20	83	0	0	0	0	0	118	102	83	0	23	429
Grand Total	384	1504	0	0	0	0	0	1686	1548	1848	0	346	7316
Apprch %	20.3	79.7	0	0	0	0	0	52.1	47.9	84.2	0	15.8	
Total %	5.2	20.6	0	0	0	0	0	23	21.2	25.3	0	4.7	

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

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: WESTCLIFF DRIVE

File Name : H1204028
Site Code : 00000562
Start Date : 4/25/2012

	DOVER DRIVE Southbound				DEAD END Westbound				DOVER DRIVE Northbound				WESTCLIFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	26	81	0	107	0	0	0	0	0	109	96	205	104	0	**19**	123	435
08:15 AM	15	84	0	99	0	0	0	0	0	86	75	161	130	0	16	146	406
08:30 AM	**39**	143	0	182	0	0	0	0	0	87	**100**	187	130	0	17	147	516
08:45 AM	31	**164**	0	**195**	0	0	0	0	0	**129**	91	**220**	**145**	0	15	**160**	**575**
Total Volume	111	472	0	583	0	0	0	0	0	411	362	773	509	0	67	576	1932
% App. Total	19	81	0		0	0	0		0	53.2	46.8		88.4	0	11.6		
PHF	.712	.720	.000	.747	.000	.000	.000	.000	.000	.797	.905	.878	.878	.000	.882	.900	.840

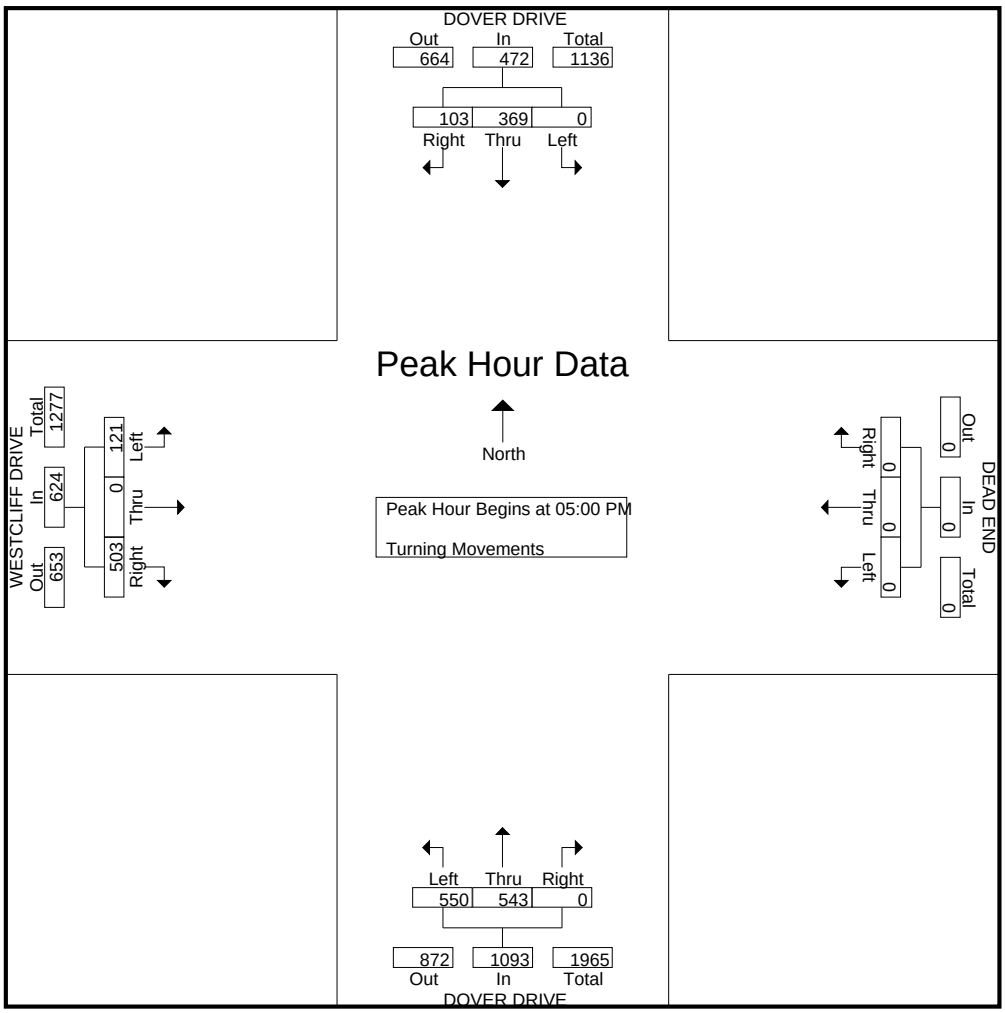


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: WESTCLIFF DRIVE

File Name : H1204028
Site Code : 00000562
Start Date : 4/25/2012

	DOVER DRIVE Southbound				DEAD END Westbound				DOVER DRIVE Northbound				WESTCLIFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	24	86	0	110	0	0	0	0	0	111	131	242	120	0	30	150	502
05:15 PM	26	91	0	117	0	0	0	0	0	**150**	**150**	**300**	**146**	0	26	**172**	**589**
05:30 PM	24	**101**	0	**125**	0	0	0	0	0	149	132	281	114	0	**34**	148	554
05:45 PM	**29**	91	0	120	0	0	0	0	0	133	137	270	123	0	31	154	544
Total Volume	103	369	0	472	0	0	0	0	0	543	550	1093	503	0	121	624	2189
% App. Total	21.8	78.2	0		0	0	0		0	49.7	50.3		80.6	0	19.4		
PHF	.888	.913	.000	.944	.000	.000	.000	.000	.000	.905	.917	.911	.861	.000	.890	.907	.929



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

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : h1204027
Site Code : 00005163
Start Date : 4/25/2012
Page No : 1

Groups Printed- Turning Movements

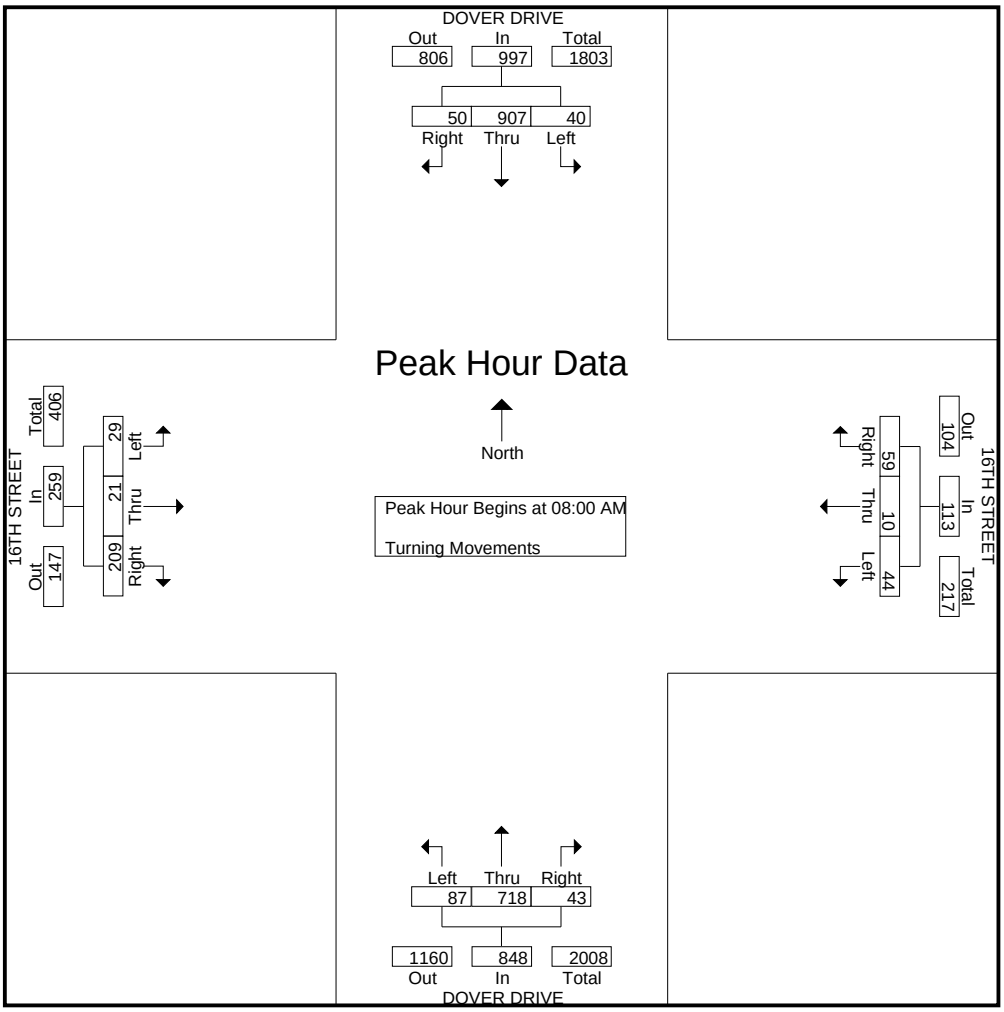
	DOVER DRIVE Southbound			16TH STREET Westbound			DOVER DRIVE Northbound			16TH STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	1	109	5	7	1	4	2	53	8	25	1	5	221
07:15 AM	3	133	12	4	0	3	3	56	5	38	6	0	263
07:30 AM	4	180	5	12	0	21	9	107	23	46	1	3	411
07:45 AM	4	245	13	14	2	9	9	157	24	59	8	4	548
Total	12	667	35	37	3	37	23	373	60	168	16	12	1443
08:00 AM	3	194	12	16	1	6	15	193	23	53	4	2	522
08:15 AM	12	197	5	19	2	10	5	146	20	53	5	4	478
08:30 AM	24	236	11	12	5	17	9	176	21	40	3	10	564
08:45 AM	11	280	12	12	2	11	14	203	23	63	9	13	653
Total	50	907	40	59	10	44	43	718	87	209	21	29	2217
*** BREAK ***													
04:30 PM	6	188	21	17	2	6	5	234	23	38	3	5	548
04:45 PM	9	206	11	8	3	4	14	236	18	36	10	5	560
Total	15	394	32	25	5	10	19	470	41	74	13	10	1108
05:00 PM	4	190	32	15	5	10	13	229	29	37	6	10	580
05:15 PM	6	205	11	12	2	15	8	275	43	37	6	8	628
05:30 PM	7	226	20	12	3	16	14	253	22	39	5	8	625
05:45 PM	6	195	16	11	4	11	10	260	42	40	6	8	609
Total	23	816	79	50	14	52	45	1017	136	153	23	34	2442
06:00 PM	4	166	16	8	5	9	10	199	27	25	4	7	480
06:15 PM	8	177	18	8	2	5	10	214	32	21	4	2	501
Grand Total	112	3127	220	187	39	157	150	2991	383	650	81	94	8191
Apprch %	3.2	90.4	6.4	48.8	10.2	41	4.3	84.9	10.9	78.8	9.8	11.4	
Total %	1.4	38.2	2.7	2.3	0.5	1.9	1.8	36.5	4.7	7.9	1	1.1	

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

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : h1204027
Site Code : 00005163
Start Date : 4/25/2012

	DOVER DRIVE Southbound				16TH STREET Westbound				DOVER DRIVE Northbound				16TH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	194	**12**	209	16	1	6	23	**15**	193	**23**	231	53	4	2	59	522
08:15 AM	12	197	5	214	**19**	2	10	31	5	146	20	171	53	5	4	62	478
08:30 AM	**24**	236	11	271	12	**5**	**17**	**34**	9	176	21	206	40	3	10	53	564
08:45 AM	11	**280**	12	**303**	12	2	11	25	14	**203**	23	**240**	**63**	**9**	**13**	**85**	**653**
Total Volume	50	907	40	997	59	10	44	113	43	718	87	848	209	21	29	259	2217
% App. Total	5	91	4		52.2	8.8	38.9		5.1	84.7	10.3		80.7	8.1	11.2		
PHF	.521	.810	.833	.823	.776	.500	.647	.831	.717	.884	.946	.883	.829	.583	.558	.762	.849

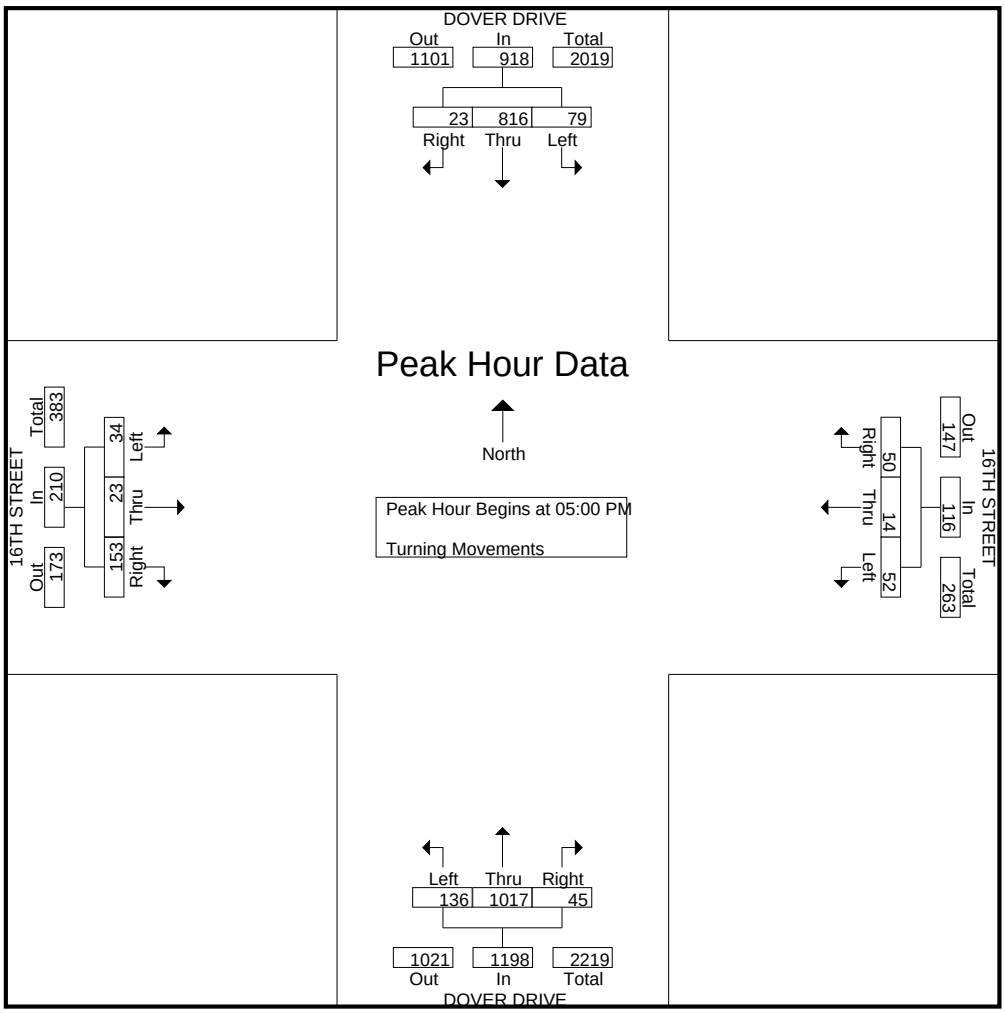


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DRIVE
E-W Direction: 16TH STREET

File Name : h1204027
Site Code : 00005163
Start Date : 4/25/2012

	DOVER DRIVE Southbound				16TH STREET Westbound				DOVER DRIVE Northbound				16TH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	190	**32**	226	**15**	**5**	10	30	13	229	29	271	37	**6**	**10**	53	580
05:15 PM	6	205	11	222	12	2	15	29	8	**275**	**43**	**326**	37	6	8	51	**628**
05:30 PM	**7**	**226**	20	**253**	12	3	**16**	**31**	**14**	253	22	289	39	5	8	52	625
05:45 PM	6	195	16	217	11	4	11	26	10	260	42	312	**40**	6	8	**54**	609
Total Volume	23	816	79	918	50	14	52	116	45	1017	136	1198	153	23	34	210	2442
% App. Total	2.5	88.9	8.6		43.1	12.1	44.8		3.8	84.9	11.4		72.9	11	16.2		
PHF	.821	.903	.617	.907	.833	.700	.813	.935	.804	.925	.791	.919	.956	.958	.850	.972	.972



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

City: NEWPORT BEACH
N-S Direction: DOVER-BAYSHORES
E-W Direction: COAST HIGHWAY

File Name : H1204023
Site Code : 00000554
Start Date : 4/25/2012
Page No : 1

Groups Printed- Turning Movements

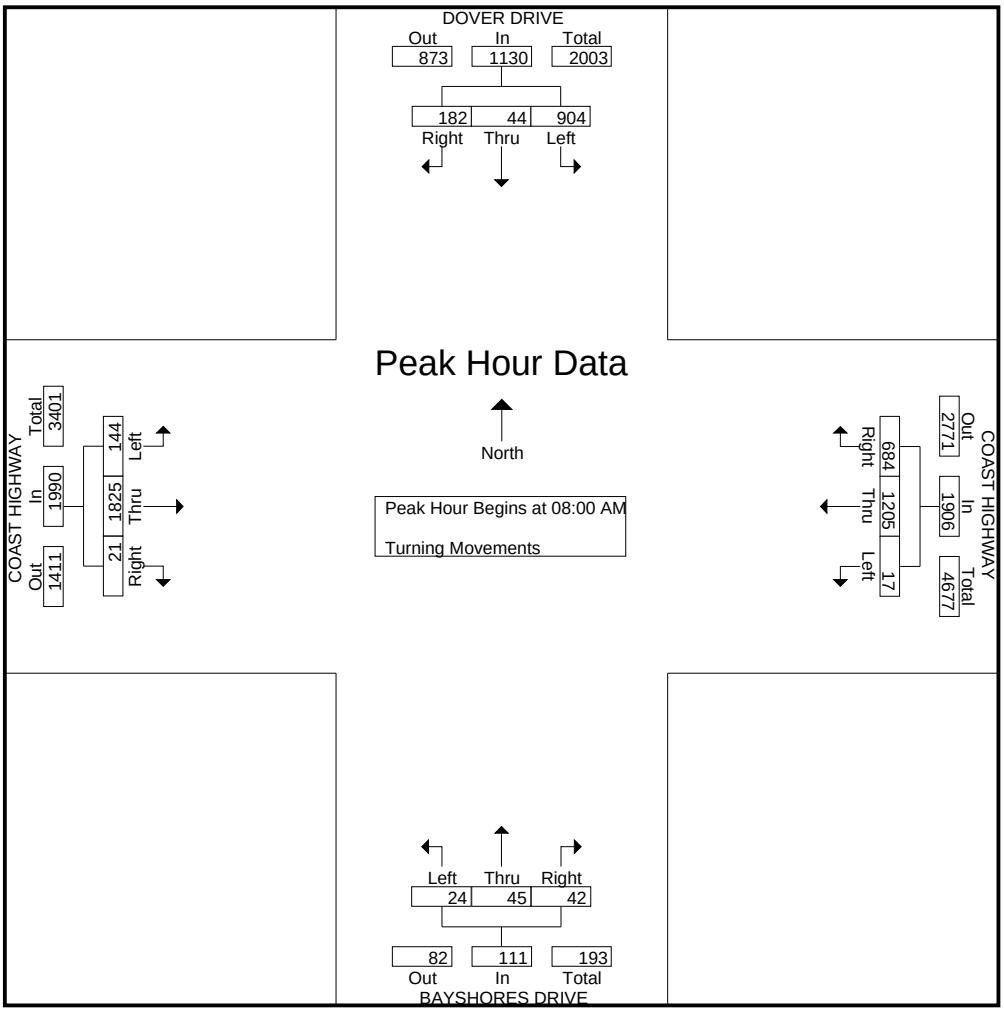
	DOVER DRIVE Southbound			COAST HIGHWAY Westbound			BAYSHORES DRIVE Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	22	11	108	61	145	1	7	6	2	5	244	11	623
07:15 AM	35	6	174	63	189	1	5	6	3	8	282	16	788
07:30 AM	38	6	181	94	234	1	10	18	8	5	392	21	1008
07:45 AM	40	7	256	129	253	4	17	15	10	3	486	21	1241
Total	135	30	719	347	821	7	39	45	23	21	1404	69	3660
08:00 AM	41	14	169	168	295	5	13	4	7	9	449	33	1207
08:15 AM	48	8	245	159	302	8	12	12	5	4	452	29	1284
08:30 AM	48	6	202	173	297	2	10	18	6	5	453	41	1261
08:45 AM	45	16	288	184	311	2	7	11	6	3	471	41	1385
Total	182	44	904	684	1205	17	42	45	24	21	1825	144	5137
*** BREAK ***													
04:30 PM	31	17	175	260	467	7	3	8	4	4	389	39	1404
04:45 PM	37	15	209	268	463	10	4	4	8	4	384	31	1437
Total	68	32	384	528	930	17	7	12	12	8	773	70	2841
05:00 PM	32	12	181	258	509	10	9	9	3	7	379	32	1441
05:15 PM	34	12	230	323	544	16	10	11	4	4	389	29	1606
05:30 PM	32	12	221	305	515	13	15	9	8	5	356	28	1519
05:45 PM	38	13	208	284	486	9	16	3	1	6	353	30	1447
Total	136	49	840	1170	2054	48	50	32	16	22	1477	119	6013
06:00 PM	30	5	174	253	454	12	6	10	2	1	351	27	1325
06:15 PM	32	11	190	217	443	8	2	4	3	1	336	34	1281
Grand Total	583	171	3211	3199	5907	109	146	148	80	74	6166	463	20257
Apprch %	14.7	4.3	81	34.7	64.1	1.2	39	39.6	21.4	1.1	92	6.9	
Total %	2.9	0.8	15.9	15.8	29.2	0.5	0.7	0.7	0.4	0.4	30.4	2.3	

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

City: NEWPORT BEACH
N-S Direction: DOVER-BAYSHORES
E-W Direction: COAST HIGHWAY

File Name : H1204023
Site Code : 00000554
Start Date : 4/25/2012

	DOVER DRIVE Southbound				COAST HIGHWAY Westbound				BAYSHORES DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	41	14	169	224	168	295	5	468	**13**	4	**7**	24	**9**	449	33	491	1207
08:15 AM	**48**	8	245	301	159	302	**8**	469	12	12	5	29	4	452	29	485	1284
08:30 AM	48	6	202	256	173	297	2	472	10	**18**	6	**34**	5	453	**41**	499	1261
08:45 AM	45	**16**	**288**	**349**	**184**	**311**	2	**497**	7	11	6	24	3	**471**	41	**515**	**1385**
Total Volume	182	44	904	1130	684	1205	17	1906	42	45	24	111	21	1825	144	1990	5137
% App. Total	16.1	3.9	80		35.9	63.2	0.9		37.8	40.5	21.6		1.1	91.7	7.2		
PHF	.948	.688	.785	.809	.929	.969	.531	.959	.808	.625	.857	.816	.583	.969	.878	.966	.927

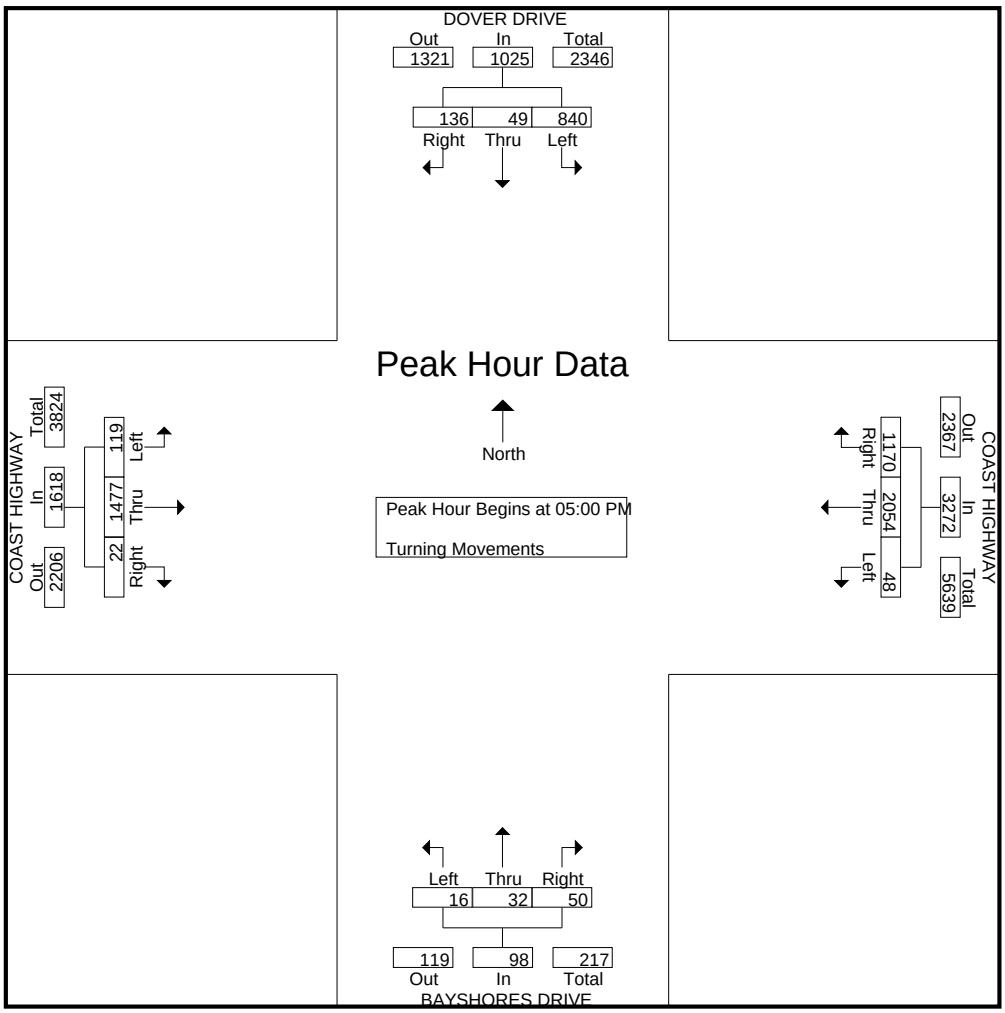


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER-BAYSHORES
E-W Direction: COAST HIGHWAY

File Name : H1204023
Site Code : 00000554
Start Date : 4/25/2012

	DOVER DRIVE Southbound				COAST HIGHWAY Westbound				BAYSHORES DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	32	12	181	225	258	509	10	777	9	9	3	21	**7**	379	**32**	418	1441
05:15 PM	34	12	**230**	**276**	**323**	**544**	**16**	**883**	10	**11**	4	25	4	**389**	29	**422**	**1606**
05:30 PM	32	12	221	265	305	515	13	833	15	9	**8**	**32**	5	356	28	389	1519
05:45 PM	**38**	**13**	208	259	284	486	9	779	**16**	3	1	20	6	353	30	389	1447
Total Volume	136	49	840	1025	1170	2054	48	3272	50	32	16	98	22	1477	119	1618	6013
% App. Total	13.3	4.8	82		35.8	62.8	1.5		51	32.7	16.3		1.4	91.3	7.4		
PHF	.895	.942	.913	.928	.906	.944	.750	.926	.781	.727	.500	.766	.786	.949	.930	.959	.936



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

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H1204022
Site Code : 00003873
Start Date : 5/1/2012
Page No : 1

Groups Printed- Turning Movements

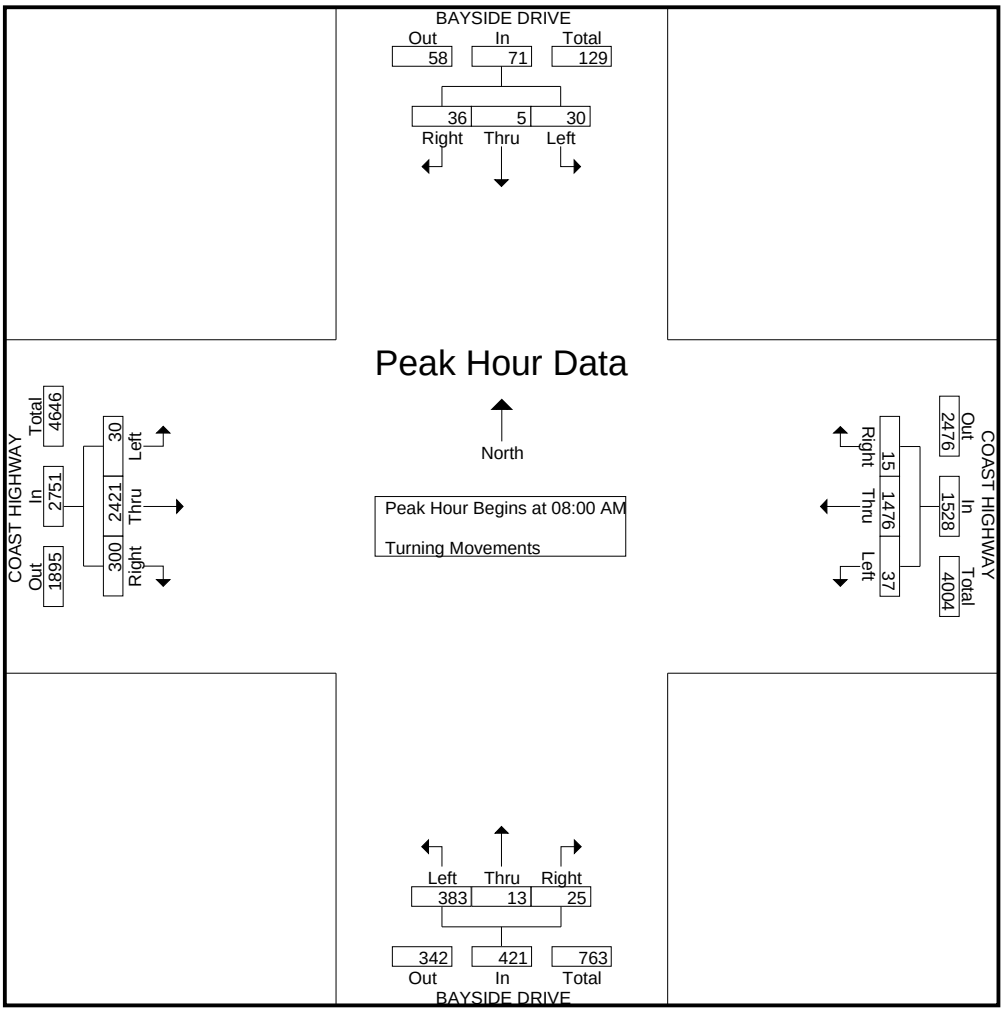
	BAYSIDE DRIVE Southbound			COAST HIGHWAY Westbound			BAYSIDE DRIVE Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	4	0	5	1	168	3	6	0	56	45	311	7	606
07:15 AM	1	3	2	4	206	8	7	2	54	52	387	5	731
07:30 AM	10	1	1	3	232	5	9	0	63	54	460	6	844
07:45 AM	12	2	4	2	302	11	14	1	88	83	635	16	1170
Total	27	6	12	10	908	27	36	3	261	234	1793	34	3351
08:00 AM	5	1	9	3	337	9	5	1	88	82	601	10	1151
08:15 AM	10	1	10	3	385	9	4	1	87	61	605	5	1181
08:30 AM	10	0	6	7	353	8	3	4	97	75	585	7	1155
08:45 AM	11	3	5	2	401	11	13	7	111	82	630	8	1284
Total	36	5	30	15	1476	37	25	13	383	300	2421	30	4771
*** BREAK ***													
04:30 PM	10	1	6	10	615	13	10	2	112	151	463	16	1409
04:45 PM	17	0	10	8	617	18	9	0	107	125	410	12	1333
Total	27	1	16	18	1232	31	19	2	219	276	873	28	2742
05:00 PM	12	9	9	8	606	19	10	1	112	128	448	12	1374
05:15 PM	7	1	6	7	850	15	5	3	102	130	512	12	1650
05:30 PM	12	3	5	3	675	11	6	2	107	103	482	18	1427
05:45 PM	7	3	3	5	732	12	8	2	89	112	453	8	1434
Total	38	16	23	23	2863	57	29	8	410	473	1895	50	5885
06:00 PM	14	1	7	8	622	8	9	3	105	85	438	15	1315
06:15 PM	11	1	3	12	609	20	4	1	78	111	412	12	1274
Grand Total	153	30	91	86	7710	180	122	30	1456	1479	7832	169	19338
Apprch %	55.8	10.9	33.2	1.1	96.7	2.3	7.6	1.9	90.5	15.6	82.6	1.8	
Total %	0.8	0.2	0.5	0.4	39.9	0.9	0.6	0.2	7.5	7.6	40.5	0.9	

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

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H1204022
Site Code : 00003873
Start Date : 5/1/2012

	BAYSIDE DRIVE Southbound				COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	1	9	15	3	337	9	349	5	1	88	94	**82**	601	**10**	693	1151
08:15 AM	10	1	**10**	**21**	3	385	9	397	4	1	87	92	61	605	5	671	1181
08:30 AM	10	0	6	16	**7**	353	8	368	3	4	97	104	75	585	7	667	1155
08:45 AM	**11**	**3**	5	19	2	**401**	**11**	**414**	**13**	**7**	**111**	**131**	82	**630**	8	**720**	**1284**
Total Volume	36	5	30	71	15	1476	37	1528	25	13	383	421	300	2421	30	2751	4771
% App. Total	50.7	7	42.3		1	96.6	2.4		5.9	3.1	91		10.9	88	1.1		
PHF	.818	.417	.750	.845	.536	.920	.841	.923	.481	.464	.863	.803	.915	.961	.750	.955	.929

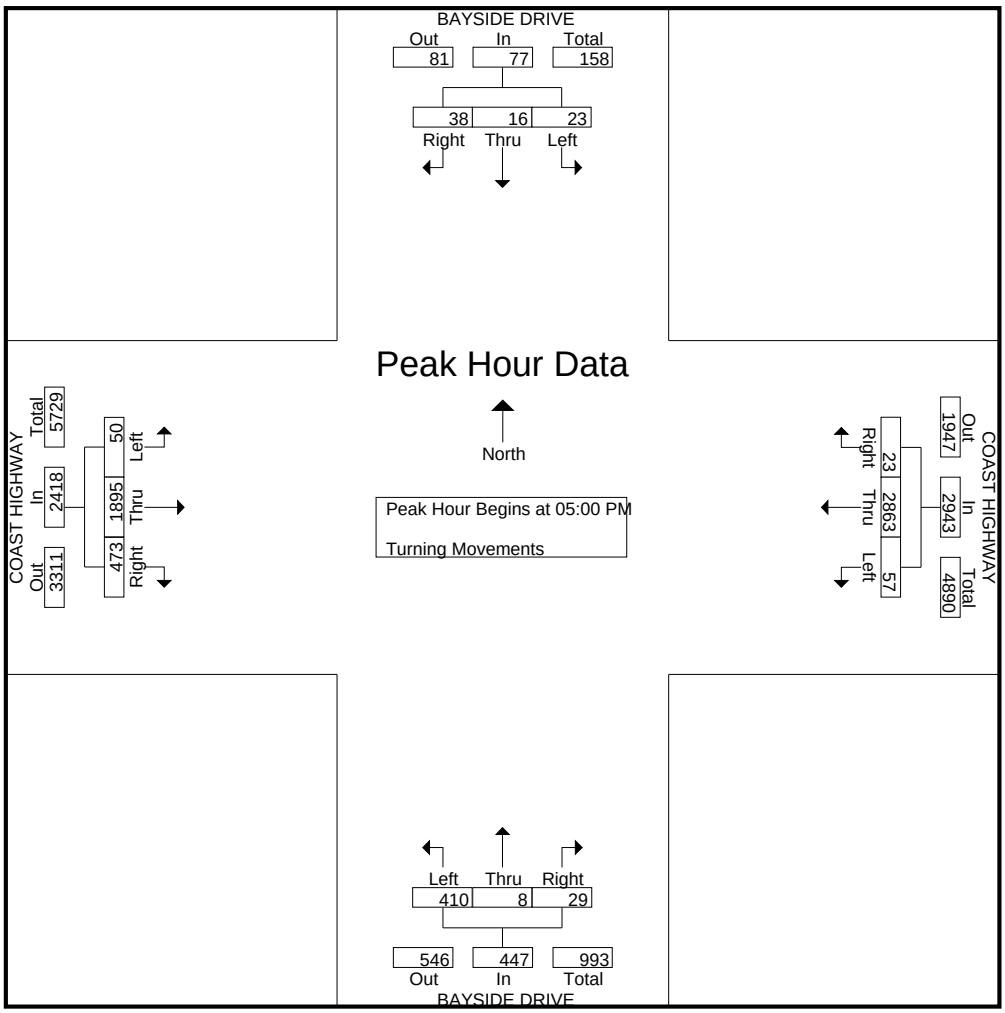


Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BAYSIDE DRIVE
E-W Direction: COAST HIGHWAY

File Name : H1204022
Site Code : 00003873
Start Date : 5/1/2012

	BAYSIDE DRIVE Southbound				COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**12**	**9**	**9**	**30**	**8**	606	**19**	633	**10**	1	**112**	**123**	128	448	12	588	1374
05:15 PM	7	1	6	14	7	**850**	15	**872**	5	**3**	102	110	**130**	**512**	12	**654**	**1650**
05:30 PM	12	3	5	20	3	675	11	689	6	2	107	115	103	482	**18**	603	1427
05:45 PM	7	3	3	13	5	732	12	749	8	2	89	99	112	453	8	573	1434
Total Volume	38	16	23	77	23	2863	57	2943	29	8	410	447	473	1895	50	2418	5885
% App. Total	49.4	20.8	29.9		0.8	97.3	1.9		6.5	1.8	91.7		19.6	78.4	2.1		
PHF	.792	.444	.639	.642	.719	.842	.750	.844	.725	.667	.915	.909	.910	.925	.694	.924	.892



TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : JAMBOREE RD
E/W ST: SAN JOAQUIN HILL RD
CITY: NEWPORT BEACH

FILENAME: 02120402
DATE: 3/13/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	1	2	3	1	1.5	1.5	1	1.5	1.5	1	
7:00 AM	1	194	19	133	265	5	41	3	8	14	3	4	690
15 AM	7	181	9	104	265	9	79	6	15	25	2	5	707
30 AM	3	313	17	110	272	7	84	4	10	30	0	8	858
45 AM	4	292	41	219	442	20	73	13	22	23	2	6	1157
8:00 AM	8	284	35	231	486	17	68	10	14	38	1	6	1198
15 AM	11	285	35	148	324	23	81	8	12	25	3	3	958
30 AM	3	249	29	146	352	18	77	7	10	37	2	2	932
45 AM	7	259	50	185	365	18	83	6	15	37	2	4	1031
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.89
VOLUMES =	26	1110	140	744	1604	78	299	38	58	123	8	17	4245

FILENAME: 02120402P
DATE: 3/13/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	9	307	29	118	302	22	18	5	4	39	5	138	996
15 PM	8	311	31	118	301	29	14	6	11	36	7	141	1013
30 PM	15	340	30	85	392	37	12	6	5	42	5	141	1110
45 PM	14	351	33	155	375	29	24	9	2	44	8	152	1196
5:00 PM	14	375	40	118	362	46	28	6	4	44	11	187	1235
15 PM	15	274	26	97	349	39	18	7	2	43	17	114	1001
30 PM	12	289	32	144	439	50	19	14	5	47	10	119	1180
45 PM	20	292	22	129	367	79	20	6	1	33	6	71	1046
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.93
VOLUMES =	55	1289	131	514	1525	164	89	36	13	178	46	572	4612

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : JAMBOREE RD
E/W ST: SANTA BARBARA
CITY: NEWPORT BEACH

FILENAME: 02120403
DATE: 3/14/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1	2	3	1	1	1	1	1.5	0.5	1	
7:00 AM	3	124	53	113	141	1	4	1	1	11	2	17	471
15 AM	1	158	29	98	128	0	5	1	0	9	0	18	447
30 AM	0	251	62	121	154	3	15	3	1	12	1	13	636
45 AM	1	287	62	116	224	4	21	2	5	7	1	18	748
8:00 AM	2	265	73	170	282	8	8	0	4	13	0	21	846
15 AM	3	272	79	123	262	10	9	0	4	9	2	26	799
30 AM	2	291	71	129	269	7	8	2	3	8	3	24	817
45 AM	3	287	66	121	254	4	8	3	5	9	1	28	789
PEAK HOUR BEGINS AT: 800 AM													PHF: 0.96
VOLUMES =	10	1115	289	543	1067	29	33	5	16	39	6	99	3251

FILENAME: 02120403P
DATE: 3/14/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	5	294	34	51	287	9	7	2	2	55	2	67	815
15 PM	0	292	33	57	284	9	4	0	5	68	2	123	877
30 PM	9	272	36	49	334	7	3	2	3	59	0	115	889
45 PM	3	266	24	46	288	9	5	3	2	62	0	121	829
5:00 PM	1	248	31	39	322	18	11	4	1	58	4	108	845
15 PM	9	302	36	43	311	16	9	3	2	59	1	114	905
30 PM	4	315	31	36	328	19	11	4	8	64	0	119	939
45 PM	3	311	30	39	336	21	14	6	5	62	0	117	944
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.96
VOLUMES =	17	1176	128	157	1297	74	45	17	16	243	5	458	3633

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : JAMBOREE RD
E/W ST: PACIFIC COAST HWY
CITY: NEWPORT BEACH

FILENAME: 02120404
DATE: 3/7/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	0	1	2	1	3	4	0	2	4	1	
7:00 AM	0	60	9	21	42	81	129	223	1	11	104	15	696
15 AM	4	94	18	19	37	95	171	235	5	9	152	41	880
30 AM	2	88	21	24	38	103	166	242	3	14	137	33	871
45 AM	6	67	26	43	86	165	260	481	5	15	190	23	1367
8:00 AM	3	66	25	54	70	142	186	346	3	19	211	22	1147
15 AM	3	111	15	56	73	148	191	362	2	23	271	28	1283
30 AM	5	96	22	39	62	139	151	368	9	19	249	29	1188
45 AM	6	69	19	43	66	150	204	460	11	14	256	21	1319
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.91
VOLUMES =	17	340	88	192	291	594	788	1557	19	76	921	102	4985

FILENAME: 02120404P
DATE: 3/2/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	9	87	24	30	42	99	110	352	12	39	346	46	1196
15 PM	8	61	26	58	96	210	141	398	11	34	391	66	1500
30 PM	4	69	27	46	101	224	180	358	14	37	371	57	1488
45 PM	11	77	25	49	115	212	174	400	19	30	407	41	1560
5:00 PM	11	72	24	43	104	228	166	382	16	30	409	61	1546
15 PM	8	80	20	52	119	211	190	389	14	33	395	62	1573
30 PM	8	78	20	48	100	216	181	406	12	33	455	52	1609
45 PM	14	60	15	36	94	201	186	412	18	36	470	30	1572
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.98
VOLUMES =	41	290	79	179	417	856	723	1589	60	132	1729	205	6300

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : SANTA CRUZ DR
E/W ST: SAN JOAQUIN HILLS RD
CITY: NEWPORT BEACH

FILENAME: 02120409
DATE: 3/20/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	0.5	0.5	1	1.5	0.5	1	3	0	1	3	0	
7:00 AM	13	0	5	6	5	8	10	44	39	19	55	4	208
15 AM	9	1	0	2	1	13	12	67	40	16	97	2	260
30 AM	18	0	4	3	1	23	6	72	48	28	117	2	322
45 AM	11	0	2	1	2	12	14	172	90	28	59	1	392
8:00 AM	8	0	1	1	0	20	12	141	69	31	62	0	345
15 AM	15	3	4	5	3	16	11	96	59	29	73	4	318
30 AM	14	1	6	3	2	16	12	103	74	27	71	2	331
45 AM	24	0	4	2	3	15	11	99	64	29	76	0	327
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.88
VOLUMES =	48	4	13	10	7	64	49	512	292	115	265	7	1386

FILENAME: 02120409P
DATE: 3/20/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	129	3	24	0	0	4	14	75	21	5	83	7	365
15 PM	103	4	20	3	3	5	18	109	47	13	96	2	423
30 PM	127	0	18	2	1	6	15	114	52	11	112	9	467
45 PM	89	1	31	2	0	10	14	71	36	11	98	9	372
5:00 PM	175	7	33	1	1	9	12	123	52	18	125	5	561
15 PM	131	1	38	0	0	2	16	124	57	6	117	7	499
30 PM	107	4	33	5	2	7	28	118	43	11	104	4	466
45 PM	93	2	31	3	2	6	16	121	26	10	98	4	412
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.86
VOLUMES =	506	14	135	9	5	24	72	486	178	45	444	20	1938

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : SANTA ROSA DR/BIG CANYON DR
E/W ST: SAN JOAQUIN HILLS RD
CITY: NEWPORT BEACH

FILENAME: 02120410
DATE: 3/21/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	1	1	1	1	1	1	3	0	2	3	0	
7:00 AM	6	5	21	12	4	2	17	21	24	81	72	33	298
15 AM	3	5	12	12	5	10	4	36	20	64	79	24	274
30 AM	4	3	17	15	3	6	4	69	42	91	135	13	402
45 AM	10	6	23	25	4	16	4	88	54	109	95	23	457
8:00 AM	9	3	13	21	2	10	15	48	58	122	101	32	434
15 AM	9	4	22	20	3	7	4	60	53	125	126	33	466
30 AM	11	2	25	18	0	13	12	52	48	103	76	19	379
45 AM	18	5	32	26	3	8	9	73	61	151	79	12	477
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.94
VOLUMES =	32	16	75	81	12	39	27	265	207	447	457	101	1759

FILENAME: 02120410P
DATE: 3/21/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	39	8	124	19	3	15	17	97	26	75	58	21	502
15 PM	42	10	91	17	5	18	13	91	27	72	50	15	451
30 PM	38	8	114	16	2	11	12	111	33	65	68	29	507
45 PM	43	9	109	12	3	7	15	112	33	79	62	36	520
5:00 PM	60	3	126	16	2	13	18	165	32	69	73	21	598
15 PM	67	12	110	19	3	11	15	111	38	106	60	16	568
30 PM	49	6	102	24	2	20	18	142	34	98	74	27	596
45 PM	45	4	105	14	4	15	16	132	29	101	73	15	553
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.97
VOLUMES =	221	25	443	73	11	59	67	550	133	374	280	79	2315

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : NEWPORT CENTER DR (S)
E/W ST: PACIFIC COAST HWY
CITY: NEWPORT BEACH

FILENAME: 02120418
DATE: 3/20/12
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
LANES:	X	X	X	2	X	1	2	3	X	X	3	1	
7:00 AM				5		6	22	174			137	48	392
15 AM				7		8	33	256			168	44	516
30 AM				1		5	86	246			207	33	578
45 AM				5		12	92	377			249	54	789
8:00 AM				6		17	81	422			227	46	799
15 AM				3		15	84	430			239	48	819
30 AM				6		21	77	449			287	40	880
45 AM				4		16	73	417			298	36	844
PEAK HOUR BEGINS AT: 800 AM													PHF: 0.95
VOLUMES =	0	0	0	19	0	69	315	1718	0	0	1051	170	3342

FILENAME: 02120418P
DATE: 3/20/12
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
4:00 PM				43		121	80	286			338	28	896
15 PM				51		127	90	322			361	33	984
30 PM				48		155	62	296			327	34	922
45 PM				37		148	89	318			353	31	976
5:00 PM				40		160	81	316			367	35	999
15 PM				48		172	68	328			355	33	1004
30 PM				39		155	76	306			341	29	946
45 PM				52		143	67	300			336	27	925
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.98
VOLUMES =	0	0	0	164	0	635	314	1268	0	0	1416	128	3925

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : AVOCADO AVE
E/W ST: PACIFIC COAST HWY
CITY: NEWPORT BEACH

FILENAME: 02120420
DATE: 3/6/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	1	1	1.5	0.5	1	1	3	0	1	3	1	
7:00 AM	19	8	19	9	10	8	13	154	1	12	124	22	399
15 AM	18	16	16	11	3	9	14	189	4	18	158	13	469
30 AM	23	11	23	16	6	11	20	225	4	8	194	21	562
45 AM	25	18	28	17	10	7	33	302	7	8	206	19	680
8:00 AM	30	28	42	9	14	8	30	300	13	18	274	44	810
15 AM	18	33	31	16	18	16	37	252	13	27	268	43	772
30 AM	22	34	33	15	17	14	34	261	11	22	287	40	790
45 AM	28	33	29	17	20	12	39	258	12	26	272	38	784
PEAK HOUR BEGINS AT: 800 AM													PHF: 0.97
VOLUMES =	98	128	135	57	69	50	140	1071	49	93	1101	165	3156

FILENAME: 02120420P
DATE: 3/6/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	23	23	37	55	24	43	42	254	9	20	311	24	865
15 PM	28	20	22	57	22	37	34	307	16	16	298	20	877
30 PM	32	24	15	91	12	41	25	283	16	34	269	14	856
45 PM	31	24	20	51	18	36	35	297	14	16	246	21	809
5:00 PM	26	19	29	75	27	38	21	288	16	30	233	20	822
15 PM	28	18	28	64	22	36	29	307	19	24	278	29	882
30 PM	31	17	26	58	29	38	21	294	16	22	267	27	846
45 PM	27	19	27	56	31	27	18	310	20	24	277	28	864
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.97
VOLUMES =	112	73	110	253	109	139	89	1199	71	100	1055	104	3414

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : MACARTHUR BLVD
E/W ST: SAN JOAQUIN HILL RD
CITY: NEWPORT BEACH

FILENAME: 02120406
DATE: 3/13/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1	2	3	0	2	3	0	1	2	1	
7:00 AM	17	180	3	67	259	91	6	20	11	3	48	101	806
15 AM	28	262	6	98	229	118	12	29	5	4	93	140	1024
30 AM	22	326	5	124	276	168	26	53	11	3	107	172	1293
45 AM	28	314	6	151	333	199	22	65	14	13	101	166	1412
8:00 AM	34	305	3	212	421	217	18	82	11	15	96	184	1598
15 AM	36	311	4	201	437	211	21	88	13	10	82	157	1571
30 AM	24	298	6	192	434	214	20	91	10	12	99	161	1561
45 AM	27	312	9	187	426	209	17	86	12	14	83	149	1531
PEAK HOUR BEGINS AT: 800 AM													PHF: 0.98
VOLUMES =	121	1226	22	792	1718	851	76	347	46	51	360	651	6261

FILENAME: 02120406P
DATE: 3/13/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	16	355	6	138	281	64	125	82	20	12	84	146	1329
15 PM	14	388	3	185	334	66	158	83	26	4	71	111	1443
30 PM	14	356	4	154	373	82	161	69	27	6	66	116	1428
45 PM	8	347	2	172	336	89	166	73	24	6	78	91	1392
5:00 PM	7	349	4	176	410	103	162	81	30	10	77	97	1506
15 PM	6	339	3	164	428	92	158	90	36	9	71	95	1491
30 PM	8	335	1	152	383	101	142	81	28	7	69	90	1397
45 PM	8	330	3	149	376	88	136	77	19	8	66	93	1353
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.97
VOLUMES =	35	1391	13	666	1547	366	647	313	117	31	292	399	5817

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : MACARTHUR BLVD
E/W ST: SAN MIGUEL DR
CITY: NEWPORT BEACH

FILENAME: 02120407
DATE: 3/14/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1	2	3	1	3	2	0	2	2	0	
7:00 AM	10	147	27	1	203	79	15	5	12	14	22	0	535
15 AM	16	243	33	2	181	80	23	12	12	23	26	2	653
30 AM	13	308	50	2	183	96	20	13	10	29	24	2	750
45 AM	12	316	52	2	247	168	43	13	13	27	25	1	919
8:00 AM	29	281	44	1	230	177	53	22	10	60	53	4	964
15 AM	37	283	32	0	172	128	35	13	11	45	63	1	820
30 AM	32	279	29	1	191	164	51	23	7	42	58	0	877
45 AM	25	280	42	1	216	168	53	21	10	43	87	1	947
PEAK HOUR BEGINS AT: 800 AM													PHF: 0.94
VOLUMES =	123	1123	147	3	809	637	192	79	38	190	261	6	3608

FILENAME: 02120407P
DATE: 3/14/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	28	225	52	6	203	142	128	78	24	40	63	6	995
15 PM	26	236	64	7	214	146	119	74	20	45	66	5	1022
30 PM	15	206	42	5	238	116	158	107	40	35	32	8	1002
45 PM	19	225	60	3	248	106	183	83	27	47	58	4	1063
5:00 PM	22	198	57	1	253	111	170	89	32	67	49	16	1065
15 PM	24	200	47	2	261	119	159	77	29	45	41	9	1013
30 PM	19	205	70	1	258	114	153	81	24	56	33	9	1023
45 PM	26	168	38	7	335	107	186	84	41	57	50	1	1100
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.95
VOLUMES =	91	771	212	11	1107	451	668	331	126	225	173	35	4201

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : MACARTHUR BLVD
E/W ST: PACIFIC COAST HWY
CITY: NEWPORT BEACH

FILENAME: 02120408
DATE: 3/8/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	X	2	X	1	2	3	X	X	3	1	
7:00 AM				149		21	48	110			152	160	640
15 AM				194		39	81	218			160	227	919
30 AM				144		48	118	194			198	215	917
45 AM				141		53	125	242			221	259	1041
8:00 AM				211		58	146	243			288	215	1161
15 AM				194		62	148	251			283	219	1157
30 AM				190		61	139	250			292	207	1139
45 AM				198		66	142	256			281	221	1164

PEAK HOUR BEGINS AT: 800 AM — PHF: 0.99

VOLUMES =	0	0	0	793	0	247	575	1000	0	0	1144	862	4621

FILENAME: 02120408P
DATE: 3/8/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				119		58	80	322			241	212	1032
15 PM				180		66	85	319			281	218	1149
30 PM				182		74	87	321			279	182	1125
45 PM				188		68	95	285			283	177	1096
5:00 PM				260		81	65	326			286	183	1201
15 PM				253		94	81	324			273	201	1226
30 PM				228		81	62	317			286	194	1168
45 PM				240		67	90	310			291	211	1209

PEAK HOUR BEGINS AT: 1700 PM — PHF: 0.98

VOLUMES =	0	0	0	981	0	323	298	1277	0	0	1136	789	4804

COMMENTS:

APPENDIX C

Explanation and Calculation of
Intersection Capacity Utilization

EXPLANATION AND CALCULATION OF
INTERSECTION CAPACITY UTILIZATION

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1,600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1,600 times 50 percent times 3 lanes, or 2,400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at an intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a decimal, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 0.800 of capacity (i.e., an Intersection Capacity Utilization of 0.800), then 0.200 of the traffic signal cycle is not used. The traffic signal could show red on all indications 0.200 of the time and the traffic signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of traffic signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1,600 vehicles per hour, the southbound traffic is 1,200 vehicles per hour, and the capacity of either direction is 3,200 vehicles per hour, then the northbound traffic is critical and requires 1,600/3,200 or 0.500 of the traffic signal time. If for east-west traffic, 0.300 of the traffic signal time is required, then it can be seen that the Intersection Capacity Utilization is 0.500 plus 0.300, or 0.800. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

Intersection Capacity Utilization Worksheets That Follow This Discussion

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.
4. Capacity assumed per lane.
5. Capacity available to serve each movement (number of lanes times capacity per lane).
6. Volume to capacity ratio for each movement.
7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.
8. The yellow time or clearance interval assumed.
9. Adjustments for right turn movements.
10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. The approach and exit leg volumes.
4. The two-way leg volumes.
5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.

6. Percent of daily traffic in peak hours.

7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

Level of Service

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the Intersection Capacity Utilization description, along with the relationship between Intersection Capacity Utilization and Level of Service.

Signalized and Unsignalized Intersections

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a traffic signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a traffic signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Traffic Signal Timing

The Intersection Capacity Utilization calculation assumes that a traffic signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 1.000, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of approximately 1,750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1,600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1,600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August 1978 issue of the Institute of Transportation Engineers Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman, P.E. A capacity of 1,600 vehicles per hour per lane with no yellow time penalty, or 1,700 vehicles per hour with a 0.030 or 0.050 yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 0.100 of a traffic signal cycle, and a penalty of 0.030 to 0.050 is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1,600 capacity, and if one assumes that there are 1,000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1,600 vehicles (1,000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1,600 or 4,800, and the amount of green time needed to serve the ramp is 1,600 vehicles divided by 4,800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1,000 left turns are served by a capacity of 1.33 times 1,600, or 2,133. The volume to capacity ratio of the critical move is 1,000 divided by 2,133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates, Inc. does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates, Inc. software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 1.000 green time. A free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the traffic signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the traffic signal cycle (40 percent of traffic signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the traffic signal cycle is green for the northbound through traffic, and that means that 15 percent of the traffic signal cycle is available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the traffic signal cycle is still needed to satisfy the northbound right turns (40 percent of the traffic signal cycle minus the 15 percent of the traffic signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the traffic signal cycle. This 6 percent of the traffic signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap left turn, 19 percent of the traffic signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the traffic signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the traffic signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the traffic signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the traffic signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the traffic signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the traffic signal cycle has been available for northbound right turns.

Because 40 percent of the traffic signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the traffic signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the

right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1,600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since 800/1,600 is 50 percent. It is our opinion that the Critical Lane Method is inferior to the Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1,600 vehicles per hour and no clearance interval.

Critical Lane Method Result	Intersection Capacity Utilization Result
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1,120 vehicles per hour	70 percent
1,280 vehicles per hour	80 percent
1,440 vehicles per hour	90 percent
1,600 vehicles per hour	100 percent
1,760 vehicles per hour	110 percent

INTERSECTION CAPACITY UTILIZATION
LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Volume to Capacity Ratio
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.	0.601 to 0.700
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

[1]Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

Existing (Year 2012)

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.00	1.00	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	419	0	315	0	2069	174	0	874	348
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	419	0	315	0	2069	0	0	874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	419	0	315	0	2069	0	0	874	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	419	0	315	0	2069	0	0	874	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.20	0.00	0.65	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.00	1.00	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	595	0	459	0	1387	148	0	1763	515
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	595	0	459	0	1387	0	0	1763	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	595	0	459	0	1387	0	0	1763	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	595	0	459	0	1387	0	0	1763	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.29	0.00	0.43	0.00	0.00	0.37	0.00
Crit Moves:						****		****			****	

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	1	86	3	412	349	1900	12	8	1095	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	1	86	3	412	349	1900	12	8	1095	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	3	1	86	3	412	349	1900	12	8	1095	64
OvlAdjVol:						63						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	686	686	229	1546	54	1600	1600	3180	20	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.06	0.26	0.22	0.60	0.60	0.01	0.23	0.04
OvlAdjV/S:						0.04						
Crit Moves:	****				****			****		****		

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1	1 0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	3	13	114	3	453	270	1410	17	42	2263	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:	14	3	13	114	3	453	270	1410	17	42	2263	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	114	3	453	270	1410	17	42	2263	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:	14	3	13	114	3	453	270	1410	17	42	2263	53
OvlAdjVol:						183						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.10	0.43	0.97	0.03	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	747	160	693	1559	41	1600	1600	3162	38	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.07	0.07	0.28	0.17	0.45	0.45	0.03	0.47	0.03
OvlAdjV/S:						0.11						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 0	1! 0	0	1 0	1	1 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	24	25	1895	0	0	1206	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	24	25	1895	0	0	1206	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	28	0	24	25	1895	0	0	1206	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	0	1600	862	0	738	1600	3200	0	0	4691	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.59	0.00	0.00	0.26	0.26
Crit Moves:						****		****				

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	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				Permitted				
Rights:	Include			Include			Include				Include				
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0		
Lanes:	0	0 0	0 1	0	0 1!	0 0	1	0 1	1 0		0	0 2	1 0		
Volume Module:															
Base Vol:	0	0	3	50	0	28	68	1471	2		0	2240	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:	0	0	3	50	0	28	68	1471	2		0	2240	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:	0	0	3	50	0	28	68	1471	2		0	2240	36		
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0		
Reduced Vol:	0	0	3	50	0	28	68	1471	2		0	2240	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:	0	0	3	50	0	28	68	1471	2		0	2240	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:	0.00	0.00	1.00	0.64	0.00	0.36	1.00	1.99	0.01		0.00	2.95	0.05		
Final Sat.:	0	0	1600	1026	0	574	1600	3196	4		0	4724	76		
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.04	0.46	0.46		0.00	0.47	0.47		
Crit Moves:	****					****	****					****			

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0	0	1 0	1 0	1 0	1
Volume Module:												
Base Vol:	40	780	12	132	738	18	64	155	28	12	101	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	780	12	132	738	18	64	155	28	12	101	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	780	12	132	738	18	64	155	28	12	101	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	780	12	132	738	18	64	155	28	12	101	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	780	12	132	738	18	64	155	28	12	101	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1355	245	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.01	0.08	0.23	0.01	0.04	0.11	0.11	0.01	0.06	0.15
Crit Moves:		****			****			****				****

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	97	658	41	159	1185	69	48	109	63	30	182	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:	97	658	41	159	1185	69	48	109	63	30	182	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:	97	658	41	159	1185	69	48	109	63	30	182	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	658	41	159	1185	69	48	109	63	30	182	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:	97	658	41	159	1185	69	48	109	63	30	182	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	2.00	1.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1014	586	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.03	0.10	0.37	0.04	0.03	0.11	0.11	0.02	0.11	0.15
Crit Moves:	****				****		****					****

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	274	506	37	178	438	132	230	478	180	39	389	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	506	37	178	438	132	230	478	180	39	389	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	506	37	178	438	132	230	478	180	39	389	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	506	37	178	438	132	230	478	180	39	389	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	506	37	178	438	132	230	478	180	39	389	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.45	0.55	1.00	1.73	0.27
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2325	875	1600	2760	440
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.02	0.06	0.14	0.08	0.07	0.21	0.21	0.02	0.14	0.14
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	312	459	46	170	584	523	248	472	218	81	554	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	459	46	170	584	523	248	472	218	81	554	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	459	46	170	584	523	248	472	218	81	554	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	459	46	170	584	523	248	472	218	81	554	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	459	46	170	584	523	248	472	218	81	554	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.37	0.63	1.00	1.73	0.27
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2189	1011	1600	2766	434
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.03	0.05	0.18	0.33	0.08	0.22	0.22	0.05	0.20	0.20
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	362	411	0	0	472	111	67	0	509	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:	362	411	0	0	472	111	67	0	509	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	362	411	0	0	472	111	67	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	411	0	0	472	111	67	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	362	411	0	0	472	111	67	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.30	0.07	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	550	543	0	0	369	103	121	0	503	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:	550	543	0	0	369	103	121	0	503	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	550	543	0	0	369	103	121	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	543	0	0	369	103	121	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	550	543	0	0	369	103	121	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.00	0.23	0.06	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	718	43	40	907	50	29	21	209	44	10	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:	87	718	43	40	907	50	29	21	209	44	10	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:	87	718	43	40	907	50	29	21	209	44	10	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	718	43	40	907	50	29	21	209	44	10	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:	87	718	43	40	907	50	29	21	209	44	10	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:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	928	672	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.03	0.03	0.28	0.03	0.02	0.03	0.13	0.03	0.01	0.04
Crit Moves:	****				****				****	****		

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1017	45	79	816	23	34	23	153	52	14	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1017	45	79	816	23	34	23	153	52	14	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1017	45	79	816	23	34	23	153	52	14	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1017	45	79	816	23	34	23	153	52	14	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1017	45	79	816	23	34	23	153	52	14	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.60	0.40	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	954	646	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.03	0.05	0.26	0.01	0.02	0.04	0.10	0.03	0.01	0.03
Crit Moves:		****		****					****	****		

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		3 0 1	0 1		2 0 2	1 0		1 0 3	0 1	
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	45	42	904	44	182	144	1825	21	17	1205	684
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:	24	45	42	904	44	182	144	1825	21	17	1205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	904	44	182	144	1825	21	17	1205	0
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:	24	45	42	904	44	182	144	1825	21	17	1205	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1655	1545	4800	1600	1600	3200	4745	55	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.19	0.03	0.11	0.05	0.38	0.38	0.01	0.25	0.00
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

****

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	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	32	50	840	49	136	119	1477	22	48	2054	1170
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	32	50	840	49	136	119	1477	22	48	2054	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	840	49	136	119	1477	22	48	2054	0
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	32	50	840	49	136	119	1477	22	48	2054	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	4730	70	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.17	0.03	0.09	0.04	0.31	0.31	0.03	0.43	0.00
Crit Moves:			****	****			****				****	

****

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	13	25	30	5	36	30	2421	300	37	1476	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	13	25	30	5	36	30	2421	300	37	1476	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	13	25	30	5	36	30	2421	300	37	1476	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.73	0.09	0.18	1.00	0.12	0.88	1.00	3.00	1.00	1.00	3.96	0.04
Final Sat.:	4367	148	285	1600	195	1405	1600	4800	1600	1600	6336	64
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.02	0.03	0.03	0.02	0.50	0.19	0.02	0.23	0.23
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.76	0.05	0.19	1.00	0.30	0.70	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4403	86	311	1600	474	1126	1600	4800	1600	1600	6349	51
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.03	0.03	0.03	0.39	0.30	0.04	0.45	0.45
Crit Moves:		****			****		****				****	

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 1 1 0 1			1 1 1 0 1		
Volume Module:												
Base Vol:	26	1110	140	744	1604	78	299	38	58	123	8	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1110	140	744	1604	78	299	38	58	123	8	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1110	0	744	1604	0	299	38	58	123	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1110	0	744	1604	0	299	38	58	123	8	17
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1110	0	744	1604	0	299	38	58	123	8	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.00	0.23	0.33	0.00	0.09	0.02	0.04	0.04	0.01	0.01
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 1 1 0 1			1 1 1 0 1		
Volume Module:												
Base Vol:	55	1289	131	514	1525	164	89	36	13	178	46	572
Growth Adj:	1.00	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	1289	131	514	1525	164	89	36	13	178	46	572
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1289	0	514	1525	0	89	36	13	178	46	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1289	0	514	1525	0	89	36	13	178	46	572
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1289	0	514	1525	0	89	36	13	178	46	572
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.00	0.16	0.32	0.00	0.03	0.02	0.01	0.06	0.03	0.36
Crit Moves:		****		****			****					****

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		2	0	3	0	1		1	0	1	0	1		1	1	0	0	1	
Volume Module:																								
Base Vol:	10	1115			289		543	1067			29		33		5		16		39		6		99	
Growth Adj:	1.00	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	1115			289		543	1067			29		33		5		16		39		6		99	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	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	1115			289		543	1067			29		33		5		16		39		6		99	
Reduct Vol:	0	0			0		0	0			0		0		0		0		0		0		0	
Reduced Vol:	10	1115			289		543	1067			29		33		5		16		39		6		99	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	10	1115			289		543	1067			29		33		5		16		39		6		99	
Saturation Flow Module:																								
Sat/Lane:	1600	1600			1600		1600	1600			1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	3.00			1.00		2.00	3.00			1.00		1.00		1.00		1.00		1.73		0.27		1.00	
Final Sat.:	1600	4800			1600		3200	4800			1600		1600		1600		1600		2773		427		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.23			0.18		0.17	0.22			0.02		0.02		0.00		0.01		0.01		0.01		0.06	
Crit Moves:		****						****						****										****

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	2 0 3	0	1	1 0 1	0	1	1 1 0	0	1
Volume Module:												
Base Vol:	17 1176		128	157 1297		74	45	17	16	243	5	458
Growth Adj:	1.00 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 1176		128	157 1297		74	45	17	16	243	5	458
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1176		128	157 1297		74	45	17	16	243	5	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17 1176		128	157 1297		74	45	17	16	243	5	458
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17 1176		128	157 1297		74	45	17	16	243	5	458
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00		1.00	2.00 3.00		1.00	1.00	1.00	1.00	1.96	0.04	1.00
Final Sat.:	1600 4800		1600	3200 4800		1600	1600	1600	1600	3135	65	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.25		0.08	0.05 0.27		0.05	0.03	0.01	0.01	0.08	0.08	0.29
Crit Moves:	****			****			****					****

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	17	340	88	192	291	594	788	1557	19	76	921	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	340	88	192	291	594	788	1557	19	76	921	102
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	340	88	192	291	0	788	1557	19	76	921	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	340	88	192	291	0	788	1557	19	76	921	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	340	88	192	291	0	788	1557	19	76	921	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2542	658	1600	3200	1600	4800	6323	77	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.12	0.09	0.00	0.16	0.25	0.25	0.02	0.14	0.06
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	3 0	3	1 0	2 0	4	0 1
Volume Module:												
Base Vol:	41	290	79	179	417	856	723	1589	60	132	1729	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:	41	290	79	179	417	856	723	1589	60	132	1729	205
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	290	79	179	417	0	723	1589	60	132	1729	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	290	79	179	417	0	723	1589	60	132	1729	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	290	79	179	417	0	723	1589	60	132	1729	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	1.57	0.43	1.00	2.00	1.00	3.00	3.85	0.15	2.00	4.00	1.00
Final Sat.:	1600	2515	685	1600	3200	1600	4800	6167	233	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.13	0.00	0.15	0.26	0.26	0.04	0.27	0.13
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	48	4	13	10	7	64	49	512	292	115	265	7
Growth Adj:	1.00	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	4	13	10	7	64	49	512	292	115	265	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4	13	10	7	64	49	512	292	115	265	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	4	13	10	7	64	49	512	292	115	265	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	4	13	10	7	64	49	512	292	115	265	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.24	0.76	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08
Final Sat.:	3200	376	1224	1600	1600	1600	1600	3200	1600	1600	4676	124
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.01	0.00	0.04	0.03	0.16	0.18	0.07	0.06	0.06
Crit Moves:	****					****			****	****		

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

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Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	506	14	135	9	5	24	72	486	178	45	444	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	14	135	9	5	24	72	486	178	45	444	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	506	14	135	9	5	24	72	486	178	45	444	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	506	14	135	9	5	24	72	486	178	45	444	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	506	14	135	9	5	24	72	486	178	45	444	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	2.20	0.80	1.00	2.87	0.13
Final Sat.:	3200	150	1450	1600	1600	1600	1600	3513	1287	1600	4593	207
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.01	0.00	0.02	0.05	0.14	0.14	0.03	0.10	0.10
Crit Moves:	****					****		****		****		

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Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	1	0		2	0	2	1	0	
Volume Module:																								
Base Vol:	32		16		75		81		12		39		27		265		207		447		457		101	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	32		16		75		81		12		39		27		265		207		447		457		101	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	32		16		75		81		12		39		27		265		207		447		457		101	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	32		16		75		81		12		39		27		265		207		447		457		101	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	32		16		75		81		12		39		27		265		207		447		457		101	
OvlAdjVol:					0																			
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		2.00		1.00		2.00		2.46		0.54	
Final Sat.:	1600		1600		1600		1600		1600		1600		1600		3200		1600		3200		3931		869	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.01		0.05		0.05		0.01		0.02		0.02		0.08		0.13		0.14		0.12		0.12	
OvlAdjV/S:					0.00																			
Crit Moves:		****						****									****			****				

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	221	25	443	73	11	59	67	550	133	374	280	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:	221	25	443	73	11	59	67	550	133	374	280	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:	221	25	443	73	11	59	67	550	133	374	280	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	25	443	73	11	59	67	550	133	374	280	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:	221	25	443	73	11	59	67	550	133	374	280	79
OvlAdjVol:			256									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.42	0.58	2.00	2.34	0.66
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3865	935	3200	3744	1056
Capacity Analysis Module:												
Vol/Sat:	0.14	0.02	0.28	0.05	0.01	0.04	0.04	0.14	0.14	0.12	0.07	0.07
OvlAdjV/S:			0.16									
Crit Moves:			****	****				****		****		

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	19	0	69	315	1718	0	0	1051	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	69	315	1718	0	0	1051	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	19	0	0	315	1718	0	0	1051	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	0	315	1718	0	0	1051	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	19	0	0	315	1718	0	0	1051	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.36	0.00	0.00	0.22	0.00
Crit Moves:				****				****				

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	164	0	635	314	1268	0	0	1416	128
Growth Adj:	1.00	1.00	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	164	0	635	314	1268	0	0	1416	128
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	164	0	0	314	1268	0	0	1416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	164	0	0	314	1268	0	0	1416	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	164	0	0	314	1268	0	0	1416	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.10	0.26	0.00	0.00	0.30	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1		0 1	1 1		0 0 1	1 0 3		0 1	1 0 3		0 1
Volume Module:												
Base Vol:	98	128	135	57	69	50	140	1071	49	93	1101	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:	98	128	135	57	69	50	140	1071	49	93	1101	165
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	128	135	57	69	0	140	1071	49	93	1101	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	128	135	57	69	0	140	1071	49	93	1101	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	128	135	57	69	0	140	1071	49	93	1101	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	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.04	0.00	0.09	0.22	0.03	0.06	0.23	0.10
Crit Moves:			****		****		****				****	

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	112	73	110	253	109	139	89	1199	71	100	1055	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	73	110	253	109	139	89	1199	71	100	1055	104
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	73	110	253	109	0	89	1199	71	100	1055	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	73	110	253	109	0	89	1199	71	100	1055	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	73	110	253	109	0	89	1199	71	100	1055	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.40	0.60	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2236	964	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.11	0.11	0.00	0.06	0.25	0.04	0.06	0.22	0.07
Crit Moves:	****				****			****		****		

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 3	0	1	3 0 2	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	121	1226	22	792	1718	851	76	347	46	51	360	651
Growth Adj:	1.00	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	1226	22	792	1718	851	76	347	46	51	360	651
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	121	1226	22	792	1718	0	76	347	46	51	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1226	22	792	1718	0	76	347	46	51	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	121	1226	22	792	1718	0	76	347	46	51	360	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4238	562	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.01	0.25	0.36	0.00	0.02	0.08	0.08	0.03	0.11	0.00
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			3 0 2 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	35	1391	13	666	1547	366	647	313	117	31	292	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1391	13	666	1547	366	647	313	117	31	292	399
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	1391	13	666	1547	0	647	313	117	31	292	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1391	13	666	1547	0	647	313	117	31	292	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	1391	13	666	1547	0	647	313	117	31	292	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.18	0.82	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3494	1306	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.01	0.21	0.32	0.00	0.13	0.09	0.09	0.02	0.09	0.00
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	123	1123	147	3	809	637	192	79	38	190	261	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	1123	147	3	809	637	192	79	38	190	261	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1123	147	3	809	637	192	79	38	190	261	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1123	147	3	809	637	192	79	38	190	261	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1123	147	3	809	637	192	79	38	190	261	6
OvlAdjVol:						573						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.35	0.65	2.00	1.96	0.04
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2161	1039	3200	3128	72
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.09	0.00	0.17	0.40	0.04	0.04	0.04	0.06	0.08	0.08
OvlAdjV/S:						0.36						
Crit Moves:	****					****	****					****

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	91	771	212	11	1107	451	668	331	126	225	173	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	771	212	11	1107	451	668	331	126	225	173	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:	91	771	212	11	1107	451	668	331	126	225	173	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	771	212	11	1107	451	668	331	126	225	173	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:	91	771	212	11	1107	451	668	331	126	225	173	35
OvlAdjVol:						222						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.45	0.55	2.00	1.66	0.34
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2318	882	3200	2662	538
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.13	0.00	0.23	0.28	0.14	0.14	0.14	0.07	0.07	0.06
OvlAdjV/S:						0.14						
Crit Moves:	****				****				****	****		

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	793	0	247	575	1000	0	0	1144	862
Growth Adj:	1.00	1.00	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	793	0	247	575	1000	0	0	1144	862
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	793	0	0	575	1000	0	0	1144	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	793	0	0	575	1000	0	0	1144	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	793	0	0	575	1000	0	0	1144	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.18	0.21	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	981	0	323	298	1277	0	0	1136	789
Growth Adj:	1.00	1.00	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	981	0	323	298	1277	0	0	1136	789
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	981	0	0	298	1277	0	0	1136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	981	0	0	298	1277	0	0	1136	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	981	0	0	298	1277	0	0	1136	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.00	0.09	0.27	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

Existing (Year 2012) + Project

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.00	1.00	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	419	0	315	0	2069	174	0	874	348
Added Vol:	0	0	0	7	0	0	0	7	0	0	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	426	0	315	0	2076	174	0	880	352
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	426	0	315	0	2076	0	0	880	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	426	0	315	0	2076	0	0	880	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	426	0	315	0	2076	0	0	880	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.20	0.00	0.65	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.00	1.00	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	595	0	459	0	1387	148	0	1763	515
Added Vol:	0	0	0	9	0	0	0	8	0	0	10	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	604	0	459	0	1395	148	0	1773	524
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	604	0	459	0	1395	0	0	1773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	604	0	459	0	1395	0	0	1773	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	604	0	459	0	1395	0	0	1773	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.29	0.00	0.44	0.00	0.00	0.37	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	1	86	3	412	349	1900	12	8	1095	64
Added Vol:	0	0	0	0	0	0	0	21	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3	1	86	3	412	349	1921	12	8	1111	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	1	86	3	412	349	1921	12	8	1111	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	86	3	412	349	1921	12	8	1111	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	3	1	86	3	412	349	1921	12	8	1111	64
OvlAdjVol:						63						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	686	686	229	1546	54	1600	1600	3180	20	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.06	0.26	0.22	0.60	0.60	0.01	0.23	0.04
OvlAdjV/S:						0.04						
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	3	13	114	3	453	270	1410	17	42	2263	53
Added Vol:	0	0	0	0	0	0	0	24	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	3	13	114	3	453	270	1434	17	42	2291	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:	14	3	13	114	3	453	270	1434	17	42	2291	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	114	3	453	270	1434	17	42	2291	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:	14	3	13	114	3	453	270	1434	17	42	2291	53
OvlAdjVol:						183						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.10	0.43	0.97	0.03	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	747	160	693	1559	41	1600	1600	3163	37	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.07	0.07	0.28	0.17	0.45	0.45	0.03	0.48	0.03
OvlAdjV/S:						0.11						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 0	1! 0	0	1 0	1	1 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	24	25	1895	0	0	1206	28
Added Vol:	0	0	0	0	0	0	0	21	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	24	25	1916	0	0	1222	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	24	25	1916	0	0	1222	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	25	1916	0	0	1222	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	28	0	24	25	1916	0	0	1222	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	0	1600	862	0	738	1600	3200	0	0	4692	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.60	0.00	0.00	0.26	0.26
Crit Moves:						****		****				

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 0	1!	0 0	1 0	1	1 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	3	50	0	28	68	1471	2	0	2240	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:	0	0	3	50	0	28	68	1471	2	0	2240	36
Added Vol:	0	0	0	0	0	0	0	24	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	3	50	0	28	68	1495	2	0	2268	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:	0	0	3	50	0	28	68	1495	2	0	2268	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	3	50	0	28	68	1495	2	0	2268	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:	0	0	3	50	0	28	68	1495	2	0	2268	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:	0.00	0.00	1.00	0.64	0.00	0.36	1.00	1.99	0.01	0.00	2.95	0.05
Final Sat.:	0	0	1600	1026	0	574	1600	3196	4	0	4725	75
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.04	0.47	0.47	0.00	0.48	0.48
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	40	780	12	132	738	18	64	155	28	12	101	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	780	12	132	738	18	64	155	28	12	101	240
Added Vol:	0	2	0	3	3	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	782	12	135	741	18	64	155	28	12	101	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	782	12	135	741	18	64	155	28	12	101	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	782	12	135	741	18	64	155	28	12	101	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	782	12	135	741	18	64	155	28	12	101	242
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1355	245	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.01	0.08	0.23	0.01	0.04	0.11	0.11	0.01	0.06	0.15
Crit Moves:		****		****			****					****

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	97	658	41	159	1185	69	48	109	63	30	182	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:	97	658	41	159	1185	69	48	109	63	30	182	234
Added Vol:	0	4	0	3	3	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	662	41	162	1188	69	48	109	63	30	182	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	662	41	162	1188	69	48	109	63	30	182	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	662	41	162	1188	69	48	109	63	30	182	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	662	41	162	1188	69	48	109	63	30	182	238
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1014	586	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.03	0.10	0.37	0.04	0.03	0.11	0.11	0.02	0.11	0.15
Crit Moves:	****				****		****					****

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	274	506	37		178	438	132		230	478	180		39	389	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	274	506	37		178	438	132		230	478	180		39	389	62	
Added Vol:	0	0	0		3	0	0		0	7	0		0	5	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	274	506	37		181	438	132		230	485	180		39	394	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	274	506	37		181	438	132		230	485	180		39	394	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	274	506	37		181	438	132		230	485	180		39	394	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	274	506	37		181	438	132		230	485	180		39	394	64	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	1.46	0.54		1.00	1.72	0.28	
Final Sat.:	3200	3200	1600		3200	3200	1600		3200	2334	866		1600	2753	447	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.16	0.02		0.06	0.14	0.08		0.07	0.21	0.21		0.02	0.14	0.14	
Crit Moves:	****					****				****			****			

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	312	459	46	170	584	523	248	472	218	81	554	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	459	46	170	584	523	248	472	218	81	554	87
Added Vol:	0	0	0	3	0	0	0	7	0	0	9	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	459	46	173	584	523	248	479	218	81	563	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:	312	459	46	173	584	523	248	479	218	81	563	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	459	46	173	584	523	248	479	218	81	563	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:	312	459	46	173	584	523	248	479	218	81	563	91
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.37	0.63	1.00	1.72	0.28
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2199	1001	1600	2755	445
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.03	0.05	0.18	0.33	0.08	0.22	0.22	0.05	0.20	0.20
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	362	411	0	0	472	111	67	0	509	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:	362	411	0	0	472	111	67	0	509	0	0	0
Added Vol:	6	4	0	0	7	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	415	0	0	479	111	67	0	520	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	368	415	0	0	479	111	67	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	415	0	0	479	111	67	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	368	415	0	0	479	111	67	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.00	0.00	0.30	0.07	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	550	543	0	0	369	103	121	0	503	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:	550	543	0	0	369	103	121	0	503	0	0	0
Added Vol:	13	9	0	0	7	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	563	552	0	0	376	103	121	0	514	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	563	552	0	0	376	103	121	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	552	0	0	376	103	121	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	563	552	0	0	376	103	121	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.00	0.00	0.24	0.06	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	718	43	40	907	50	29	21	209	44	10	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:	87	718	43	40	907	50	29	21	209	44	10	59
Added Vol:	2	10	0	0	17	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	728	43	40	924	50	29	21	212	44	10	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:	89	728	43	40	924	50	29	21	212	44	10	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	728	43	40	924	50	29	21	212	44	10	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:	89	728	43	40	924	50	29	21	212	44	10	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:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	928	672	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.03	0.03	0.29	0.03	0.02	0.03	0.13	0.03	0.01	0.04
Crit Moves:	****				****				****	****		

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1017	45	79	816	23	34	23	153	52	14	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1017	45	79	816	23	34	23	153	52	14	50
Added Vol:	4	22	0	0	17	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1039	45	79	833	23	34	23	156	52	14	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1039	45	79	833	23	34	23	156	52	14	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1039	45	79	833	23	34	23	156	52	14	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1039	45	79	833	23	34	23	156	52	14	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.60	0.40	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	954	646	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.03	0.05	0.26	0.01	0.02	0.04	0.10	0.03	0.01	0.03
Crit Moves:		****		****					****	****		

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	3 0 1	0	1	2 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	45	42	904	44	182	144	1825	21	17	1205	684
Added Vol:	0	0	0	24	0	0	0	21	0	0	16	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	45	42	928	44	182	144	1846	21	17	1221	698
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:	24	45	42	928	44	182	144	1846	21	17	1221	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	928	44	182	144	1846	21	17	1221	0
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:	24	45	42	928	44	182	144	1846	21	17	1221	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1655	1545	4800	1600	1600	3200	4746	54	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.19	0.03	0.11	0.05	0.39	0.39	0.01	0.25	0.00
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	3 0 1	0	1	2 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	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	32	50	840	49	136	119	1477	22	48	2054	1170
Added Vol:	0	0	0	24	0	0	0	24	0	0	28	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	32	50	864	49	136	119	1501	22	48	2082	1201
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	32	50	864	49	136	119	1501	22	48	2082	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	864	49	136	119	1501	22	48	2082	0
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	32	50	864	49	136	119	1501	22	48	2082	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	4731	69	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.18	0.03	0.09	0.04	0.32	0.32	0.03	0.43	0.00
Crit Moves:			****	****			****				****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	13	25	30	5	36	30	2421	300	37	1476	15
Added Vol:	0	7	0	22	4	29	46	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	20	25	52	9	65	76	2421	300	37	1476	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:	383	20	25	52	9	65	76	2421	300	37	1476	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	20	25	52	9	65	76	2421	300	37	1476	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:	383	20	25	52	9	65	76	2421	300	37	1476	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:	2.68	0.14	0.18	1.00	0.12	0.88	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4295	224	280	1600	195	1405	1600	4800	1600	1600	6256	144
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.05	0.05	0.05	0.50	0.19	0.02	0.24	0.24
Crit Moves:			****		****			****		****		

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	23
Added Vol:	0	7	0	27	9	59	48	0	0	0	0	28
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	410	15	29	56	25	102	107	1886	473	57	2853	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	15	29	56	25	102	107	1886	473	57	2853	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	15	29	56	25	102	107	1886	473	57	2853	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	15	29	56	25	102	107	1886	473	57	2853	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.71	0.10	0.19	1.00	0.20	0.80	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4335	159	307	1600	315	1285	1600	4800	1600	1600	6266	134
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.08	0.08	0.07	0.39	0.30	0.04	0.46	0.46
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 1 1 0 1			1 1 1 0 1		
Volume Module:												
Base Vol:	26	1110	140	744	1604	78	299	38	58	123	8	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1110	140	744	1604	78	299	38	58	123	8	17
Added Vol:	0	10	3	0	8	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1120	143	744	1612	78	299	38	58	127	8	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1120	0	744	1612	0	299	38	58	127	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1120	0	744	1612	0	299	38	58	127	8	17
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1120	0	744	1612	0	299	38	58	127	8	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.00	0.23	0.34	0.00	0.09	0.02	0.04	0.04	0.01	0.01
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 1 1 0 1			1 1 1 0 1		
Volume Module:												
Base Vol:	55	1289	131	514	1525	164	89	36	13	178	46	572
Growth Adj:	1.00	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	1289	131	514	1525	164	89	36	13	178	46	572
Added Vol:	0	12	5	0	13	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1301	136	514	1538	164	89	36	13	182	46	572
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1301	0	514	1538	0	89	36	13	182	46	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1301	0	514	1538	0	89	36	13	182	46	572
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1301	0	514	1538	0	89	36	13	182	46	572
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.00	0.16	0.32	0.00	0.03	0.02	0.01	0.06	0.03	0.36
Crit Moves:		****			****			****				****

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	2	0	3	0 1	1	0	1	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	10	1115	289		543	1067	29		33	5	16		39	6	99	
Growth Adj:	1.00	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	1115	289		543	1067	29		33	5	16		39	6	99	
Added Vol:	0	13	0		0	12	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	1128	289		543	1079	29		33	5	16		39	6	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1128	289		543	1079	29		33	5	16		39	6	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1128	289		543	1079	29		33	5	16		39	6	99	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	10	1128	289		543	1079	29		33	5	16		39	6	99	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		1.00	1.00	1.00		1.73	0.27	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		1600	1600	1600		2773	427	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.18		0.17	0.22	0.02		0.02	0.00	0.01		0.01	0.01	0.06	
Crit Moves:		****			****				****						****	

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 0 1 0 1			1 1 0 0 1		
Volume Module:												
Base Vol:	17	1176	128	157	1297	74	45	17	16	243	5	458
Growth Adj:	1.00	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	1176	128	157	1297	74	45	17	16	243	5	458
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1192	128	157	1314	74	45	17	16	243	5	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1192	128	157	1314	74	45	17	16	243	5	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1192	128	157	1314	74	45	17	16	243	5	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1192	128	157	1314	74	45	17	16	243	5	458
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	1600	1600	3135	65	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.08	0.05	0.27	0.05	0.03	0.01	0.01	0.08	0.08	0.29
Crit Moves:		****		****			****					****

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	17	340	88	192	291	594	788	1557	19	76	921	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	340	88	192	291	594	788	1557	19	76	921	102
Added Vol:	0	0	0	0	0	12	13	9	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	340	88	192	291	606	801	1566	19	76	929	102
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	340	88	192	291	0	801	1566	19	76	929	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	340	88	192	291	0	801	1566	19	76	929	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	340	88	192	291	0	801	1566	19	76	929	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2542	658	1600	3200	1600	4800	6323	77	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.12	0.09	0.00	0.17	0.25	0.25	0.02	0.15	0.06
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	41	290	79	179	417	856	723	1589	60	132	1729	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:	41	290	79	179	417	856	723	1589	60	132	1729	205
Added Vol:	0	0	0	0	0	17	16	11	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	290	79	179	417	873	739	1600	60	132	1741	205
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	290	79	179	417	0	739	1600	60	132	1741	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	290	79	179	417	0	739	1600	60	132	1741	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	290	79	179	417	0	739	1600	60	132	1741	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	1.57	0.43	1.00	2.00	1.00	3.00	3.86	0.14	2.00	4.00	1.00
Final Sat.:	1600	2515	685	1600	3200	1600	4800	6169	231	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.13	0.00	0.15	0.26	0.26	0.04	0.27	0.13
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	48	4	13	10	7	64	49	512	292	115	265	7
Growth Adj:	1.00	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	4	13	10	7	64	49	512	292	115	265	7
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	4	13	10	7	64	49	515	292	115	269	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4	13	10	7	64	49	515	292	115	269	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	4	13	10	7	64	49	515	292	115	269	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	4	13	10	7	64	49	515	292	115	269	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.24	0.76	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08
Final Sat.:	3200	376	1224	1600	1600	1600	1600	3200	1600	1600	4678	122
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.01	0.00	0.04	0.03	0.16	0.18	0.07	0.06	0.06
Crit Moves:	****					****			****	****		

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	506	14	135	9	5	24	72	486	178	45	444	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	14	135	9	5	24	72	486	178	45	444	20
Added Vol:	0	0	0	0	0	0	0	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	14	135	9	5	24	72	491	178	45	448	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	506	14	135	9	5	24	72	491	178	45	448	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	506	14	135	9	5	24	72	491	178	45	448	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	506	14	135	9	5	24	72	491	178	45	448	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	2.20	0.80	1.00	2.87	0.13
Final Sat.:	3200	150	1450	1600	1600	1600	1600	3523	1277	1600	4595	205
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.01	0.00	0.02	0.05	0.14	0.14	0.03	0.10	0.10
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	32	16	75	81	12	39	27	265	207	447	457	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	75	81	12	39	27	265	207	447	457	101
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	75	81	12	39	27	268	207	447	461	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	16	75	81	12	39	27	268	207	447	461	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	16	75	81	12	39	27	268	207	447	461	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	16	75	81	12	39	27	268	207	447	461	101
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.46	0.54
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	3200	3937	863
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.05	0.01	0.02	0.02	0.08	0.13	0.14	0.12	0.12
OvlAdjV/S:			0.00									
Crit Moves:	****			****					****	****		

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	221	25	443	73	11	59	67	550	133	374	280	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:	221	25	443	73	11	59	67	550	133	374	280	79
Added Vol:	0	0	0	0	0	0	0	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	25	443	73	11	59	67	555	133	374	284	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:	221	25	443	73	11	59	67	555	133	374	284	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	25	443	73	11	59	67	555	133	374	284	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:	221	25	443	73	11	59	67	555	133	374	284	79
OvlAdjVol:			256									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.42	0.58	2.00	2.35	0.65
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3872	928	3200	3755	1045
Capacity Analysis Module:												
Vol/Sat:	0.14	0.02	0.28	0.05	0.01	0.04	0.04	0.14	0.14	0.12	0.08	0.08
OvlAdjV/S:			0.16									
Crit Moves:			****	****				****		****		

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	19	0	69	315	1718	0	0	1051	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	69	315	1718	0	0	1051	170
Added Vol:	0	0	0	0	0	0	1	8	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	19	0	69	316	1726	0	0	1059	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	19	0	0	316	1726	0	0	1059	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	0	316	1726	0	0	1059	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	19	0	0	316	1726	0	0	1059	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.36	0.00	0.00	0.22	0.00
Crit Moves:				****				****				

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	164	0	635	314	1268	0	0	1416	128
Growth Adj:	1.00	1.00	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	164	0	635	314	1268	0	0	1416	128
Added Vol:	0	0	0	0	0	1	0	11	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	164	0	636	314	1279	0	0	1427	128
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	164	0	0	314	1279	0	0	1427	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	164	0	0	314	1279	0	0	1427	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	164	0	0	314	1279	0	0	1427	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.10	0.27	0.00	0.00	0.30	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	98	128	135	57	69	50	140	1071	49	93	1101	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:	98	128	135	57	69	50	140	1071	49	93	1101	165
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:	98	128	135	57	69	50	140	1079	49	93	1109	165
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	128	135	57	69	0	140	1079	49	93	1109	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	128	135	57	69	0	140	1079	49	93	1109	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	128	135	57	69	0	140	1079	49	93	1109	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	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.04	0.00	0.09	0.22	0.03	0.06	0.23	0.10
Crit Moves:			****		****		****				****	

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	112	73	110	253	109	139	89	1199	71	100	1055	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	73	110	253	109	139	89	1199	71	100	1055	104
Added Vol:	0	0	0	0	0	0	0	11	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	73	110	253	109	139	89	1210	71	100	1066	104
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	73	110	253	109	0	89	1210	71	100	1066	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	73	110	253	109	0	89	1210	71	100	1066	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	73	110	253	109	0	89	1210	71	100	1066	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.40	0.60	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2236	964	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.11	0.11	0.00	0.06	0.25	0.04	0.06	0.22	0.07
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			3 0 2 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	121	1226	22	792	1718	851	76	347	46	51	360	651
Growth Adj:	1.00	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	1226	22	792	1718	851	76	347	46	51	360	651
Added Vol:	0	4	0	0	4	0	0	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1230	22	792	1722	851	76	350	46	51	364	651
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	121	1230	22	792	1722	0	76	350	46	51	364	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1230	22	792	1722	0	76	350	46	51	364	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	121	1230	22	792	1722	0	76	350	46	51	364	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4242	558	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.01	0.25	0.36	0.00	0.02	0.08	0.08	0.03	0.11	0.00
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			3 0 2 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	35	1391	13	666	1547	366	647	313	117	31	292	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1391	13	666	1547	366	647	313	117	31	292	399
Added Vol:	0	5	0	0	5	0	0	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1396	13	666	1552	366	647	318	117	31	296	399
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	1396	13	666	1552	0	647	318	117	31	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1396	13	666	1552	0	647	318	117	31	296	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	1396	13	666	1552	0	647	318	117	31	296	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.19	0.81	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3509	1291	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.01	0.21	0.32	0.00	0.13	0.09	0.09	0.02	0.09	0.00
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 3	0	1	3 0 1	1	0	2 0 1	1	0
Volume Module:												
Base Vol:	123 1123		147	3	809	637	192	79	38	190	261	6
Growth Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123 1123		147	3	809	637	192	79	38	190	261	6
Added Vol:	0 4		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:	123 1127		147	3	813	637	192	79	38	190	261	6
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123 1127		147	3	813	637	192	79	38	190	261	6
Reduct Vol:	0 0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123 1127		147	3	813	637	192	79	38	190	261	6
PCE Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123 1127		147	3	813	637	192	79	38	190	261	6
OvlAdjVol:						573						
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00 3.00		1.00	2.00	3.00	1.00	3.00	1.35	0.65	2.00	1.96	0.04
Final Sat.:	3200 4800		1600	3200	4800	1600	4800	2161	1039	3200	3128	72
Capacity Analysis Module:												
Vol/Sat:	0.04 0.23		0.09	0.00	0.17	0.40	0.04	0.04	0.04	0.06	0.08	0.08
OvlAdjV/S:						0.36						
Crit Moves:	****					****	****					****

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	91	771	212	11	1107	451	668	331	126	225	173	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	771	212	11	1107	451	668	331	126	225	173	35
Added Vol:	0	5	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	776	212	11	1112	451	668	331	126	225	173	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:	91	776	212	11	1112	451	668	331	126	225	173	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	776	212	11	1112	451	668	331	126	225	173	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:	91	776	212	11	1112	451	668	331	126	225	173	35
OvlAdjVol:						222						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.45	0.55	2.00	1.66	0.34
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2318	882	3200	2662	538
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.13	0.00	0.23	0.28	0.14	0.14	0.14	0.07	0.07	0.06
OvlAdjV/S:						0.14						
Crit Moves:	****				****				****	****		

Back Bay Landing
Existing (Year 2012) + Project
Morning Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	793	0	247	575	1000	0	0	1144	862
Growth Adj:	1.00	1.00	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	793	0	247	575	1000	0	0	1144	862
Added Vol:	0	0	0	0	0	4	4	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	793	0	251	579	1005	0	0	1148	862
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	793	0	0	579	1005	0	0	1148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	793	0	0	579	1005	0	0	1148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	793	0	0	579	1005	0	0	1148	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.18	0.21	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing (Year 2012) + Project
Evening Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	981	0	323	298	1277	0	0	1136	789
Growth Adj:	1.00	1.00	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	981	0	323	298	1277	0	0	1136	789
Added Vol:	0	0	0	0	0	5	5	6	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	981	0	328	303	1283	0	0	1142	789
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	981	0	0	303	1283	0	0	1142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	981	0	0	303	1283	0	0	1142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	981	0	0	303	1283	0	0	1142	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.00	0.09	0.27	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

Existing + Growth (Year 2017) + Approved Projects

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	440	0	331	0	2172	183	0	918	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	26	0	35	0	31	4	0	46	2
Initial Fut:	0	0	0	466	0	366	0	2203	187	0	964	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	466	0	366	0	2203	0	0	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	466	0	366	0	2203	0	0	964	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	466	0	366	0	2203	0	0	964	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.23	0.00	0.69	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

****

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796	
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	100	Level Of Service:	C	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	625	0	482	0	1456	155	0	1851	541
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	41	0	19	0	90	7	0	51	11
Initial Fut:	0	0	0	666	0	501	0	1546	162	0	1902	552
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	666	0	501	0	1546	0	0	1902	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	666	0	501	0	1546	0	0	1902	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	666	0	501	0	1546	0	0	1902	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.31	0.00	0.48	0.00	0.00	0.40	0.00
Crit Moves:						****		****		****		

****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	3	1	86	3	412	366	1995	13	8	1150	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	1	0	0	0	128	0	0	94	0
Initial Fut:	3	3	1	87	3	412	366	2123	13	8	1244	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:	3	3	1	87	3	412	366	2123	13	8	1244	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	87	3	412	366	2123	13	8	1244	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:	3	3	1	87	3	412	366	2123	13	8	1244	67
OvlAdjVol:						46						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	686	686	229	1547	53	1600	1600	3181	19	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.06	0.26	0.23	0.67	0.67	0.01	0.26	0.04
OvlAdjV/S:						0.03						
Crit Moves:	****				****			****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	0 (Y+R=0.0 sec)	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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	3	13	114	3	453	284	1481	18	44	2376	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	0	0	142	0	0	155	1
Initial Fut:	14	3	13	116	3	453	284	1623	18	44	2531	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	13	116	3	453	284	1623	18	44	2531	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	116	3	453	284	1623	18	44	2531	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	3	13	116	3	453	284	1623	18	44	2531	57
OvlAdjVol:						170						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.10	0.43	0.97	0.03	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	747	160	693	1560	40	1600	1600	3165	35	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.07	0.07	0.28	0.18	0.51	0.51	0.03	0.53	0.04
OvlAdjV/S:						0.11						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

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Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	28	0	24	26	1990	0	0	1266	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	133	0	0	94	0
Initial Fut:	0	0	0	28	0	24	26	2123	0	0	1360	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:	0	0	0	28	0	24	26	2123	0	0	1360	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	26	2123	0	0	1360	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:	0	0	0	28	0	24	26	2123	0	0	1360	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:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	1600	862	0	738	1600	3200	0	0	4698	102
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.66	0.00	0.00	0.29	0.29
Crit Moves:						****		****				

****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1	0 1	1 0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	3	50	0	28	68	1471	2	0	2240	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	3	50	0	28	71	1545	2	0	2352	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	143	0	0	157	0
Initial Fut:	0	0	3	50	0	28	71	1688	2	0	2509	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:	0	0	3	50	0	28	71	1688	2	0	2509	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	3	50	0	28	71	1688	2	0	2509	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:	0	0	3	50	0	28	71	1688	2	0	2509	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:	0.00	0.00	1.00	0.64	0.00	0.36	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	0	0	1600	1026	0	574	1600	3196	4	0	4729	71
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.04	0.53	0.53	0.00	0.53	0.53
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	40	780	12	132	738	18	64	155	28	12	101	240
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	819	13	139	775	19	64	155	28	12	101	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	1	0	2	1	0	0	0	0	0	1	2
Initial Fut:	43	820	13	141	776	19	64	155	28	12	102	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	820	13	141	776	19	64	155	28	12	102	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	820	13	141	776	19	64	155	28	12	102	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	820	13	141	776	19	64	155	28	12	102	242
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1355	245	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.01	0.09	0.24	0.01	0.04	0.11	0.11	0.01	0.06	0.15
Crit Moves:		****		****			****					****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	97	658	41	159	1185	69	48	109	63	30	182	234
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	691	43	167	1244	72	48	109	63	30	182	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	1	0	3	2	0	0	0	0	0	1	2
Initial Fut:	103	692	43	170	1246	72	48	109	63	30	183	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	692	43	170	1246	72	48	109	63	30	183	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	692	43	170	1246	72	48	109	63	30	183	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	692	43	170	1246	72	48	109	63	30	183	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1014	586	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.03	0.11	0.39	0.05	0.03	0.11	0.11	0.02	0.11	0.15
Crit Moves:	****				****		****					****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	274	506	37	178	438	132	230	478	180	39	389	62
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	531	39	187	460	139	230	478	180	39	389	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	1	0	1	0	3	1	4	1	0	6	0
Initial Fut:	289	532	39	188	460	142	231	482	181	39	395	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	532	39	188	460	142	231	482	181	39	395	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	532	39	188	460	142	231	482	181	39	395	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	532	39	188	460	142	231	482	181	39	395	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.45	0.55	1.00	1.73	0.27
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2326	874	1600	2766	434
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.02	0.06	0.14	0.09	0.07	0.21	0.21	0.02	0.14	0.14
Crit Moves:	****				****			****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	312	459	46	170	584	523	248	472	218	81	554	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	482	48	179	613	549	248	472	218	81	554	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	4	7	19	0	0	10	1
Initial Fut:	328	482	48	181	613	553	255	491	218	81	564	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:	328	482	48	181	613	553	255	491	218	81	564	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	482	48	181	613	553	255	491	218	81	564	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:	328	482	48	181	613	553	255	491	218	81	564	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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.39	0.61	1.00	1.73	0.27
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2216	984	1600	2768	432
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.03	0.06	0.19	0.35	0.08	0.22	0.22	0.05	0.20	0.20
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	362	411	0	0	472	111	67	0	509	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:	362	411	0	0	472	111	67	0	509	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	4	0	0	2	0	0	0	2	0	0	0
Initial Fut:	363	415	0	0	474	111	67	0	511	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	363	415	0	0	474	111	67	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	415	0	0	474	111	67	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	363	415	0	0	474	111	67	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.30	0.07	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	550	543	0	0	369	103	121	0	503	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:	550	543	0	0	369	103	121	0	503	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	5	0	0	5	0	0	0	8	0	0	0
Initial Fut:	553	548	0	0	374	103	121	0	511	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	553	548	0	0	374	103	121	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	548	0	0	374	103	121	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	553	548	0	0	374	103	121	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.00	0.23	0.06	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	718	43	40	907	50	29	21	209	44	10	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:	87	718	43	40	907	50	29	21	209	44	10	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	2	1	1	2	0	0	0	2	1	2	4
Initial Fut:	88	720	44	41	909	50	29	21	211	45	12	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	720	44	41	909	50	29	21	211	45	12	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	720	44	41	909	50	29	21	211	45	12	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	720	44	41	909	50	29	21	211	45	12	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	928	672	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.03	0.03	0.28	0.03	0.02	0.03	0.13	0.03	0.01	0.04
Crit Moves:	****				****				****	****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1017	45	79	816	23	34	23	153	52	14	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1017	45	79	816	23	34	23	153	52	14	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	14	2	4	10	0	0	1	2	0	1	4
Initial Fut:	137	1031	47	83	826	23	34	24	155	52	15	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:	137	1031	47	83	826	23	34	24	155	52	15	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1031	47	83	826	23	34	24	155	52	15	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:	137	1031	47	83	826	23	34	24	155	52	15	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	938	662	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.03	0.05	0.26	0.01	0.02	0.04	0.10	0.03	0.01	0.03
Crit Moves:		****		****					****	****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		3 0 1	0 1		2 0 2	1 0		1 0 3	0 1	
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	45	42	904	44	182	151	1916	22	18	1265	718
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	19	0	9	9	120	0	0	86	9
Initial Fut:	24	45	42	923	44	191	160	2036	22	18	1351	727
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:	24	45	42	923	44	191	160	2036	22	18	1351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	923	44	191	160	2036	22	18	1351	0
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:	24	45	42	923	44	191	160	2036	22	18	1351	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1655	1545	4800	1600	1600	3200	4749	51	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.19	0.03	0.12	0.05	0.43	0.43	0.01	0.28	0.00
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	16	32	50	840	49	136	125	1551	23	50	2157	1229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	13	0	16	27	123	0	0	150	26
Initial Fut:	16	32	50	853	49	152	152	1674	23	50	2307	1255
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	32	50	853	49	152	152	1674	23	50	2307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	853	49	152	152	1674	23	50	2307	0
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	32	50	853	49	152	152	1674	23	50	2307	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	4735	65	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.18	0.03	0.10	0.05	0.35	0.35	0.03	0.48	0.00
Crit Moves:			****	****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	383	13	25	30	5	36	32	2542	315	39	1550	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	0	1	44	0	18	35	95	0	0	64	0
Initial Fut:	384	13	26	74	5	54	67	2637	315	39	1614	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	13	26	74	5	54	67	2637	315	39	1614	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	13	26	74	5	54	67	2637	315	39	1614	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.73	0.09	0.18	1.00	0.08	0.92	1.00	3.00	1.00	1.00	3.96	0.04
Final Sat.:	4357	148	295	1600	136	1464	1600	4800	1600	1600	6338	62
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.04	0.04	0.04	0.55	0.20	0.02	0.25	0.25
Crit Moves:		****			****				****		****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	410	8	29	23	16	38	53	1990	497	60	3006	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	0	0	71	0	29	26	83	2	0	127	0
Initial Fut:	413	8	29	94	16	67	79	2073	499	60	3133	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	8	29	94	16	67	79	2073	499	60	3133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	8	29	94	16	67	79	2073	499	60	3133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.76	0.05	0.19	1.00	0.19	0.81	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4405	85	309	1600	308	1292	1600	4800	1600	1600	6351	49
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.05	0.05	0.05	0.43	0.31	0.04	0.49	0.49
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	26	1110	140	744	1604	78	299	38	58	123	8	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1166	147	781	1684	82	299	38	58	123	8	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	4	45	141	0	0	0	0	10	0	41
Initial Fut:	27	1241	151	826	1825	82	299	38	58	133	8	58
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1241	0	826	1825	0	299	38	58	133	8	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1241	0	826	1825	0	299	38	58	133	8	58
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1241	0	826	1825	0	299	38	58	133	8	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.26	0.38	0.00	0.09	0.02	0.04	0.04	0.01	0.04
Crit Moves:		****		****			****			****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	55	1289	131	514	1525	164	89	36	13	178	46	572
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1353	138	540	1601	172	89	36	13	178	46	572
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	101	8	46	116	0	1	4	0	8	0	108
Initial Fut:	59	1454	146	586	1717	172	90	40	13	186	46	680
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1454	0	586	1717	0	90	40	13	186	46	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1454	0	586	1717	0	90	40	13	186	46	680
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1454	0	586	1717	0	90	40	13	186	46	680
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.18	0.36	0.00	0.03	0.03	0.01	0.06	0.03	0.43
Crit Moves:		****			****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	2 0 3	0	1	1 0 1	0	1	1 1 0	0	1
Volume Module:												
Base Vol:	10 1115		289	543 1067		29	33	5	16	39	6	99
Growth Adj:	1.05 1.05		1.05	1.05 1.05		1.05	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	11 1171		303	570 1120		30	33	5	16	39	6	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	54	3	5	108	1	6	0	0	21	0	16
Initial Fut:	11 1225		306	575 1228		31	39	5	16	60	6	115
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	11 1225		306	575 1228		31	39	5	16	60	6	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11 1225		306	575 1228		31	39	5	16	60	6	115
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	11 1225		306	575 1228		31	39	5	16	60	6	115
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 3.00		1.00	2.00 3.00		1.00	1.00 1.00		1.00	1.82 0.18		1.00
Final Sat.:	1600 4800		1600	3200 4800		1600	1600 1600		1600	2909 291		1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.26		0.19	0.18 0.26		0.02	0.02 0.00		0.01	0.02 0.02		0.07
Crit Moves:	****			****			****					****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 0 1 0 1			1 1 0 0 1		
Volume Module:												
Base Vol:	17	1176	128	157	1297	74	45	17	16	243	5	458
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1235	134	165	1362	78	45	17	16	243	5	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	96	11	15	77	6	2	1	0	10	1	9
Initial Fut:	18	1331	145	180	1439	84	47	18	16	253	6	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1331	145	180	1439	84	47	18	16	253	6	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1331	145	180	1439	84	47	18	16	253	6	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1331	145	180	1439	84	47	18	16	253	6	467
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	1600	1600	3126	74	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.09	0.06	0.30	0.05	0.03	0.01	0.01	0.08	0.08	0.29
Crit Moves:		****			****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	17	340	88	192	291	594	788	1557	19	76	921	102
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	17	340	88	202	306	624	827	1635	20	80	967	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	1	6	1	116	52	84	1	1	49	1
Initial Fut:	17	341	89	208	307	740	879	1719	21	81	1016	108
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	341	89	208	307	0	879	1719	21	81	1016	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	341	89	208	307	0	879	1719	21	81	1016	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	341	89	208	307	0	879	1719	21	81	1016	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2538	662	1600	3200	1600	4800	6323	77	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.13	0.10	0.00	0.18	0.27	0.27	0.03	0.16	0.07
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	3 0	3	1 0	2 0	4	0 1
Volume Module:												
Base Vol:	41	290	79	179	417	856	723	1589	60	132	1729	205
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	41	290	79	188	438	899	759	1668	63	139	1815	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	1	4	8	3	78	94	62	0	5	120	10
Initial Fut:	42	291	83	196	441	977	853	1730	63	144	1935	225
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	291	83	196	441	0	853	1730	63	144	1935	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	291	83	196	441	0	853	1730	63	144	1935	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	291	83	196	441	0	853	1730	63	144	1935	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	2.00	1.00	3.00	3.86	0.14	2.00	4.00	1.00
Final Sat.:	1600	2490	710	1600	3200	1600	4800	6175	225	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.12	0.14	0.00	0.18	0.28	0.28	0.04	0.30	0.14
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	48	4	13	10	7	64	49	512	292	115	265	7
Growth Adj:	1.00	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	4	13	10	7	64	49	512	292	115	265	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	29	0	2	0	1	0	0	75	4	2	10	0
Initial Fut:	77	4	15	10	8	64	49	587	296	117	275	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	4	15	10	8	64	49	587	296	117	275	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	4	15	10	8	64	49	587	296	117	275	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	4	15	10	8	64	49	587	296	117	275	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.21	0.79	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07
Final Sat.:	3200	337	1263	1600	1600	1600	1600	3200	1600	1600	4681	119
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.01	0.01	0.04	0.03	0.18	0.19	0.07	0.06	0.06
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

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Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0	1 0		1 0	1 1 0		1 0	2 1 0		1 0	2 1 0	
Volume Module:												
Base Vol:	506	14	135	9	5	24	72	486	178	45	444	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	14	135	9	5	24	72	486	178	45	444	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	0	1	1	0	0	0	29	18	2	73	0
Initial Fut:	517	14	136	10	5	24	72	515	196	47	517	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	14	136	10	5	24	72	515	196	47	517	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	14	136	10	5	24	72	515	196	47	517	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	14	136	10	5	24	72	515	196	47	517	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	2.17	0.83	1.00	2.89	0.11
Final Sat.:	3200	149	1451	1600	1600	1600	1600	3477	1323	1600	4621	179
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.01	0.00	0.02	0.05	0.15	0.15	0.03	0.11	0.11
Crit Moves:	****					****		****		****		

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Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	32	16	75	81	12	39	27	265	207	447	457	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	75	81	12	39	27	265	207	447	457	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	19	0	27	0	0	0	1	6	77	5	5	0
Initial Fut:	51	16	102	81	12	39	28	271	284	452	462	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	16	102	81	12	39	28	271	284	452	462	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	16	102	81	12	39	28	271	284	452	462	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	16	102	81	12	39	28	271	284	452	462	101
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.46	0.54
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	3200	3939	861
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.06	0.05	0.01	0.02	0.02	0.08	0.18	0.14	0.12	0.12
OvlAdjV/S:			0.00									
Crit Moves:	****			****					****	****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	221	25	443	73	11	59	67	550	133	374	280	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:	221	25	443	73	11	59	67	550	133	374	280	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	78	0	30	0	0	0	0	9	30	27	7	0
Initial Fut:	299	25	473	73	11	59	67	559	163	401	287	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:	299	25	473	73	11	59	67	559	163	401	287	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	25	473	73	11	59	67	559	163	401	287	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:	299	25	473	73	11	59	67	559	163	401	287	79
OvlAdjVol:			273									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.32	0.68	2.00	2.35	0.65
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3716	1084	3200	3764	1036
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.30	0.05	0.01	0.04	0.04	0.15	0.15	0.13	0.08	0.08
OvlAdjV/S:			0.17									
Crit Moves:	****					****		****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	19	0	69	315	1718	0	0	1051	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	19	0	69	331	1804	0	0	1104	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	0	20	15	59	0	0	20	2
Initial Fut:	0	0	0	24	0	89	346	1863	0	0	1124	181
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	24	0	0	346	1863	0	0	1124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	0	346	1863	0	0	1124	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	24	0	0	346	1863	0	0	1124	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.11	0.39	0.00	0.00	0.23	0.00
Crit Moves:				****				****				

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

****

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	164	0	635	314	1268	0	0	1416	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	164	0	635	330	1331	0	0	1487	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	6	0	44	21	38	0	0	74	10
Initial Fut:	0	0	0	170	0	679	351	1369	0	0	1561	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	170	0	0	351	1369	0	0	1561	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	0	351	1369	0	0	1561	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	170	0	0	351	1369	0	0	1561	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.11	0.29	0.00	0.00	0.33	0.00
Crit Moves:				****			****				****	

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Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	98	128	135	57	69	50	140	1071	49	93	1101	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	98	128	135	57	69	50	147	1125	51	98	1156	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	0	10	54	10	0	0	12	30
Initial Fut:	98	128	135	62	69	60	201	1135	51	98	1168	203
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	128	135	62	69	0	201	1135	51	98	1168	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	128	135	62	69	0	201	1135	51	98	1168	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	128	135	62	69	0	201	1135	51	98	1168	203
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.04	0.00	0.13	0.24	0.03	0.06	0.24	0.13
Crit Moves:			****		****		****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	112	73	110	253	109	139	89	1199	71	100	1055	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	112	73	110	253	109	139	93	1259	75	105	1108	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	33	0	69	30	12	1	0	12	13
Initial Fut:	112	73	110	286	109	208	123	1271	76	105	1120	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	73	110	286	109	0	123	1271	76	105	1120	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	73	110	286	109	0	123	1271	76	105	1120	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	73	110	286	109	0	123	1271	76	105	1120	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2317	883	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.12	0.12	0.00	0.08	0.26	0.05	0.07	0.23	0.08
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	121	1226	22	792	1718	851	76	347	46	51	360	651
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1287	23	832	1804	894	76	347	46	51	360	651
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	10	1	1	53	67	37	3	0	6	3	0
Initial Fut:	129	1297	24	833	1857	961	113	350	46	57	363	651
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	129	1297	24	833	1857	0	113	350	46	57	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1297	24	833	1857	0	113	350	46	57	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	129	1297	24	833	1857	0	113	350	46	57	363	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4242	558	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.02	0.26	0.39	0.00	0.02	0.08	0.08	0.04	0.11	0.00
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 3	0	1	3 0 2	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	35 1391		13	666 1547		366	647	313	117	31	292	399
Growth Adj:	1.05 1.05		1.05	1.05 1.05		1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37 1461		14	699 1624		384	647	313	117	31	292	399
Added Vol:	0 0		0	0 0		0	0	0	0	0	0	0
PasserByVol:	2 57		6	1 35		38	92	3	0	3	3	0
Initial Fut:	39 1518		20	700 1659		422	739	316	117	34	295	399
User Adj:	1.00 1.00		1.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39 1518		20	700 1659		0	739	316	117	34	295	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	39 1518		20	700 1659		0	739	316	117	34	295	0
PCE Adj:	1.00 1.00		1.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39 1518		20	700 1659		0	739	316	117	34	295	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00 3.00		1.00	2.00 3.00		1.00	3.00	2.19	0.81	1.00	2.00	1.00
Final Sat.:	3200 4800		1600	3200 4800		1600	4800	3503	1297	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.32		0.01	0.22 0.35		0.00	0.15	0.09	0.09	0.02	0.09	0.00
Crit Moves:	****			****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	123	1123	147	3	809	637	192	79	38	190	261	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1179	154	3	849	669	192	79	38	190	261	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	2	0	1	1	57	8	4	9	0	13	0
Initial Fut:	131	1181	154	4	850	726	200	83	47	190	274	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1181	154	4	850	726	200	83	47	190	274	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1181	154	4	850	726	200	83	47	190	274	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	1181	154	4	850	726	200	83	47	190	274	6
OvlAdjVol:						659						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.28	0.72	2.00	1.96	0.04
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2043	1157	3200	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.10	0.00	0.18	0.45	0.04	0.04	0.04	0.06	0.09	0.09
OvlAdjV/S:						0.41						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	91	771	212	11	1107	451	668	331	126	225	173	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	810	223	12	1162	474	668	331	126	225	173	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	6	2	0	1	1	32	63	25	12	0	22	0
Initial Fut:	102	812	223	13	1163	506	731	356	138	225	195	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:	102	812	223	13	1163	506	731	356	138	225	195	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	812	223	13	1163	506	731	356	138	225	195	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:	102	812	223	13	1163	506	731	356	138	225	195	35
OvlAdjVol:						259						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.44	0.56	2.00	1.70	0.30
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2306	894	3200	2713	487
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.14	0.00	0.24	0.32	0.15	0.15	0.15	0.07	0.07	0.07
OvlAdjV/S:						0.16						
Crit Moves:	****				****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Morning Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	793	0	247	575	1000	0	0	1144	862
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	833	0	259	604	1050	0	0	1201	905
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	9	0	0	1	14	0	0	39	2
Initial Fut:	0	0	0	842	0	259	605	1064	0	0	1240	907
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	842	0	0	605	1064	0	0	1240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	842	0	0	605	1064	0	0	1240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	842	0	0	605	1064	0	0	1240	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.00	0.19	0.22	0.00	0.00	0.26	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects
Evening Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	981	0	323	298	1277	0	0	1136	789
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	1030	0	339	313	1341	0	0	1193	828
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	0	1	41	0	0	21	5
Initial Fut:	0	0	0	1033	0	339	314	1382	0	0	1214	833
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1033	0	0	314	1382	0	0	1214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1033	0	0	314	1382	0	0	1214	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1033	0	0	314	1382	0	0	1214	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.00	0.10	0.29	0.00	0.00	0.25	0.00
Crit Moves:				****			****				****	

Existing + Growth (Year 2017) + Approved Projects + Project

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	440	0	331	0	2172	183	0	918	365
Added Vol:	0	0	0	7	0	0	0	7	0	0	6	4
PasserByVol:	0	0	0	26	0	35	0	31	4	0	46	2
Initial Fut:	0	0	0	473	0	366	0	2210	187	0	970	371
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	473	0	366	0	2210	0	0	970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	473	0	366	0	2210	0	0	970	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	473	0	366	0	2210	0	0	970	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.23	0.00	0.69	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	625	0	482	0	1456	155	0	1851	541
Added Vol:	0	0	0	9	0	0	0	8	0	0	10	9
PasserByVol:	0	0	0	41	0	19	0	90	7	0	51	11
Initial Fut:	0	0	0	675	0	501	0	1554	162	0	1912	561
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	675	0	501	0	1554	0	0	1912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	675	0	501	0	1554	0	0	1912	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	675	0	501	0	1554	0	0	1912	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.31	0.00	0.49	0.00	0.00	0.40	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	3	1	86	3	412	366	1995	13	8	1150	67
Added Vol:	0	0	0	0	0	0	0	21	0	0	16	0
PasserByVol:	0	0	0	1	0	0	0	128	0	0	94	0
Initial Fut:	3	3	1	87	3	412	366	2144	13	8	1260	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:	3	3	1	87	3	412	366	2144	13	8	1260	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	87	3	412	366	2144	13	8	1260	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:	3	3	1	87	3	412	366	2144	13	8	1260	67
OvlAdjVol:						46						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	686	686	229	1547	53	1600	1600	3181	19	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.06	0.26	0.23	0.67	0.67	0.01	0.26	0.04
OvlAdjV/S:						0.03						
Crit Moves:	****				****			****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0 (Y+R=0.0 sec)	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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	3	13	114	3	453	284	1481	18	44	2376	56
Added Vol:	0	0	0	0	0	0	0	24	0	0	28	0
PasserByVol:	0	0	0	2	0	0	0	142	0	0	155	1
Initial Fut:	14	3	13	116	3	453	284	1647	18	44	2559	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	13	116	3	453	284	1647	18	44	2559	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	116	3	453	284	1647	18	44	2559	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	3	13	116	3	453	284	1647	18	44	2559	57
OvlAdjVol:						170						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.10	0.43	0.97	0.03	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	747	160	693	1560	40	1600	1600	3166	34	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.07	0.07	0.28	0.18	0.52	0.52	0.03	0.53	0.04
OvlAdjV/S:						0.11						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	28	0	24	26	1990	0	0	1266	29
Added Vol:	0	0	0	0	0	0	0	21	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	133	0	0	94	0
Initial Fut:	0	0	0	28	0	24	26	2144	0	0	1376	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:	0	0	0	28	0	24	26	2144	0	0	1376	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	26	2144	0	0	1376	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:	0	0	0	28	0	24	26	2144	0	0	1376	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:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	1600	862	0	738	1600	3200	0	0	4700	100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.67	0.00	0.00	0.29	0.29
Crit Moves:						****		****				

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 0	1!	0 0	1 0	1	1 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	3	50	0	28	68	1471	2	0	2240	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	3	50	0	28	71	1545	2	0	2352	38
Added Vol:	0	0	0	0	0	0	0	24	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	143	0	0	157	0
Initial Fut:	0	0	3	50	0	28	71	1712	2	0	2537	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:	0	0	3	50	0	28	71	1712	2	0	2537	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	3	50	0	28	71	1712	2	0	2537	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:	0	0	3	50	0	28	71	1712	2	0	2537	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:	0.00	0.00	1.00	0.64	0.00	0.36	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	0	0	1600	1026	0	574	1600	3196	4	0	4730	70
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.04	0.54	0.54	0.00	0.54	0.54
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	40	780	12	132	738	18	64	155	28	12	101	240
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	819	13	139	775	19	64	155	28	12	101	240
Added Vol:	0	2	0	3	3	0	0	0	0	0	0	2
PasserByVol:	1	1	0	2	1	0	0	0	0	0	1	2
Initial Fut:	43	822	13	144	779	19	64	155	28	12	102	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	822	13	144	779	19	64	155	28	12	102	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	822	13	144	779	19	64	155	28	12	102	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	822	13	144	779	19	64	155	28	12	102	244
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1355	245	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.01	0.09	0.24	0.01	0.04	0.11	0.11	0.01	0.06	0.15
Crit Moves:		****		****			****					****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	97	658	41	159	1185	69	48	109	63	30	182	234
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	691	43	167	1244	72	48	109	63	30	182	234
Added Vol:	0	4	0	3	3	0	0	0	0	0	0	4
PasserByVol:	1	1	0	3	2	0	0	0	0	0	1	2
Initial Fut:	103	696	43	173	1249	72	48	109	63	30	183	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	696	43	173	1249	72	48	109	63	30	183	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	696	43	173	1249	72	48	109	63	30	183	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	696	43	173	1249	72	48	109	63	30	183	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1014	586	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.03	0.11	0.39	0.05	0.03	0.11	0.11	0.02	0.11	0.15
Crit Moves:	****				****		****					****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	274	506	37	178	438	132	230	478	180	39	389	62
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	531	39	187	460	139	230	478	180	39	389	62
Added Vol:	0	0	0	3	0	0	0	7	0	0	5	2
PasserByVol:	1	1	0	1	0	3	1	4	1	0	6	0
Initial Fut:	289	532	39	191	460	142	231	489	181	39	400	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	532	39	191	460	142	231	489	181	39	400	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	532	39	191	460	142	231	489	181	39	400	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	532	39	191	460	142	231	489	181	39	400	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.46	0.54	1.00	1.72	0.28
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2336	864	1600	2759	441
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.02	0.06	0.14	0.09	0.07	0.21	0.21	0.02	0.14	0.15
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	312	459	46	170	584	523	248	472	218	81	554	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	482	48	179	613	549	248	472	218	81	554	87
Added Vol:	0	0	0	3	0	0	0	7	0	0	9	4
PasserByVol:	0	0	0	2	0	4	7	19	0	0	10	1
Initial Fut:	328	482	48	184	613	553	255	498	218	81	573	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	482	48	184	613	553	255	498	218	81	573	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	482	48	184	613	553	255	498	218	81	573	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	482	48	184	613	553	255	498	218	81	573	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.39	0.61	1.00	1.72	0.28
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2226	974	1600	2757	443
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.03	0.06	0.19	0.35	0.08	0.22	0.22	0.05	0.21	0.21
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0 1	0 1	2 0	0 0	1	0	0 0	0 0 0
Volume Module:												
Base Vol:	362	411	0	0	472	111	67	0	509	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:	362	411	0	0	472	111	67	0	509	0	0	0
Added Vol:	6	4	0	0	7	0	0	0	11	0	0	0
PasserByVol:	1	4	0	0	2	0	0	0	2	0	0	0
Initial Fut:	369	419	0	0	481	111	67	0	522	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	369	419	0	0	481	111	67	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	419	0	0	481	111	67	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	369	419	0	0	481	111	67	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.00	0.00	0.30	0.07	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	550	543	0	0	369	103	121	0	503	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:	550	543	0	0	369	103	121	0	503	0	0	0
Added Vol:	13	9	0	0	7	0	0	0	11	0	0	0
PasserByVol:	3	5	0	0	5	0	0	0	8	0	0	0
Initial Fut:	566	557	0	0	381	103	121	0	522	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	566	557	0	0	381	103	121	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	557	0	0	381	103	121	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	566	557	0	0	381	103	121	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.00	0.00	0.24	0.06	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	718	43	40	907	50	29	21	209	44	10	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:	87	718	43	40	907	50	29	21	209	44	10	59
Added Vol:	2	10	0	0	17	0	0	0	3	0	0	0
PasserByVol:	1	2	1	1	2	0	0	0	2	1	2	4
Initial Fut:	90	730	44	41	926	50	29	21	214	45	12	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	730	44	41	926	50	29	21	214	45	12	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	730	44	41	926	50	29	21	214	45	12	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	730	44	41	926	50	29	21	214	45	12	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	928	672	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.03	0.03	0.29	0.03	0.02	0.03	0.13	0.03	0.01	0.04
Crit Moves:	****				****				****	****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1017	45	79	816	23	34	23	153	52	14	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1017	45	79	816	23	34	23	153	52	14	50
Added Vol:	4	22	0	0	17	0	0	0	3	0	0	0
PasserByVol:	1	14	2	4	10	0	0	1	2	0	1	4
Initial Fut:	141	1053	47	83	843	23	34	24	158	52	15	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:	141	1053	47	83	843	23	34	24	158	52	15	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1053	47	83	843	23	34	24	158	52	15	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:	141	1053	47	83	843	23	34	24	158	52	15	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	938	662	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.03	0.05	0.26	0.01	0.02	0.04	0.10	0.03	0.01	0.03
Crit Moves:		****		****					****	****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		3 0 1	0 1		2 0 2	1 0		1 0 3	0 1	
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	45	42	904	44	182	151	1916	22	18	1265	718
Added Vol:	0	0	0	24	0	0	0	21	0	0	16	14
PasserByVol:	0	0	0	19	0	9	9	120	0	0	86	9
Initial Fut:	24	45	42	947	44	191	160	2057	22	18	1367	741
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:	24	45	42	947	44	191	160	2057	22	18	1367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	947	44	191	160	2057	22	18	1367	0
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:	24	45	42	947	44	191	160	2057	22	18	1367	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1655	1545	4800	1600	1600	3200	4749	51	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.20	0.03	0.12	0.05	0.43	0.43	0.01	0.28	0.00
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	3 0 1	0	1	2 0 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	16	32	50	840	49	136	125	1551	23	50	2157	1229
Added Vol:	0	0	0	24	0	0	0	24	0	0	28	31
PasserByVol:	0	0	0	13	0	16	27	123	0	0	150	26
Initial Fut:	16	32	50	877	49	152	152	1698	23	50	2335	1286
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	32	50	877	49	152	152	1698	23	50	2335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	877	49	152	152	1698	23	50	2335	0
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	32	50	877	49	152	152	1698	23	50	2335	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	4736	64	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.18	0.03	0.10	0.05	0.36	0.36	0.03	0.49	0.00
Crit Moves:			****	****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	383	13	25	30	5	36	32	2542	315	39	1550	16
Added Vol:	0	7	0	22	4	29	46	0	0	0	0	19
PasserByVol:	1	0	1	44	0	18	35	95	0	0	64	0
Initial Fut:	384	20	26	96	9	83	113	2637	315	39	1614	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:	384	20	26	96	9	83	113	2637	315	39	1614	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	20	26	96	9	83	113	2637	315	39	1614	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:	384	20	26	96	9	83	113	2637	315	39	1614	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:	2.68	0.14	0.18	1.00	0.10	0.90	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4287	223	290	1600	157	1443	1600	4800	1600	1600	6265	135
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.07	0.55	0.20	0.02	0.26	0.26
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:		Include						Include						Include						Include				
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	1!	0	0		1	0	0	1	0		1	0	3	0	1		1	0	3	1	0	
Volume Module:																								
Base Vol:	410		8		29		23		16		38		50		1895		473		57		2863		23	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.05		1.05		1.05		1.05		1.05		1.05	
Initial Bse:	410		8		29		23		16		38		53		1990		497		60		3006		24	
Added Vol:	0		7		0		27		9		59		48		0		0		0		0		28	
PasserByVol:	3		0		0		77		0		34		35		74		2		0		117		10	
Initial Fut:	413		15		29		127		25		131		136		2064		499		60		3123		62	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	413		15		29		127		25		131		136		2064		499		60		3123		62	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	413		15		29		127		25		131		136		2064		499		60		3123		62	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	413		15		29		127		25		131		136		2064		499		60		3123		62	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	2.71		0.10		0.19		1.00		0.16		0.84		1.00		3.00		1.00		1.00		3.92		0.08	
Final Sat.:	4338		158		305		1600		256		1344		1600		4800		1600		1600		6275		125	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.10		0.10		0.08		0.10		0.10		0.08		0.43		0.31		0.04		0.50		0.50	
Crit Moves:		****								****	****										****			

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	26	1110	140	744	1604	78	299	38	58	123	8	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1166	147	781	1684	82	299	38	58	123	8	17
Added Vol:	0	10	3	0	8	0	0	0	0	4	0	0
PasserByVol:	0	75	4	45	141	0	0	0	0	10	0	41
Initial Fut:	27	1251	154	826	1833	82	299	38	58	137	8	58
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1251	0	826	1833	0	299	38	58	137	8	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1251	0	826	1833	0	299	38	58	137	8	58
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1251	0	826	1833	0	299	38	58	137	8	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.26	0.38	0.00	0.09	0.02	0.04	0.04	0.01	0.04
Crit Moves:		****		****			****			****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	55	1289	131	514	1525	164	89	36	13	178	46	572
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1353	138	540	1601	172	89	36	13	178	46	572
Added Vol:	0	12	5	0	13	0	0	0	0	4	0	0
PasserByVol:	1	101	8	46	116	0	1	4	0	8	0	108
Initial Fut:	59	1466	151	586	1730	172	90	40	13	190	46	680
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1466	0	586	1730	0	90	40	13	190	46	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1466	0	586	1730	0	90	40	13	190	46	680
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1466	0	586	1730	0	90	40	13	190	46	680
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.00	0.18	0.36	0.00	0.03	0.03	0.01	0.06	0.03	0.43
Crit Moves:		****			****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	10	1115	289	543	1067	29	33	5	16	39	6	99
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1171	303	570	1120	30	33	5	16	39	6	99
Added Vol:	0	13	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	54	3	5	108	1	6	0	0	21	0	16
Initial Fut:	11	1238	306	575	1240	31	39	5	16	60	6	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1238	306	575	1240	31	39	5	16	60	6	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1238	306	575	1240	31	39	5	16	60	6	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1238	306	575	1240	31	39	5	16	60	6	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.82	0.18	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	1600	1600	2909	291	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.19	0.18	0.26	0.02	0.02	0.00	0.01	0.02	0.02	0.07
Crit Moves:		****		****			****					****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 0 1 0 1			1 1 0 0 1		
Volume Module:												
Base Vol:	17	1176	128	157	1297	74	45	17	16	243	5	458
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1235	134	165	1362	78	45	17	16	243	5	458
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	96	11	15	77	6	2	1	0	10	1	9
Initial Fut:	18	1347	145	180	1456	84	47	18	16	253	6	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1347	145	180	1456	84	47	18	16	253	6	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1347	145	180	1456	84	47	18	16	253	6	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1347	145	180	1456	84	47	18	16	253	6	467
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	1600	1600	3126	74	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.09	0.06	0.30	0.05	0.03	0.01	0.01	0.08	0.08	0.29
Crit Moves:		****			****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	3 0	3	1 0	2 0	4	0 1
Volume Module:												
Base Vol:	17	340	88	192	291	594	788	1557	19	76	921	102
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	17	340	88	202	306	624	827	1635	20	80	967	107
Added Vol:	0	0	0	0	0	12	13	9	0	0	8	0
PasserByVol:	0	1	1	6	1	116	52	84	1	1	49	1
Initial Fut:	17	341	89	208	307	752	892	1728	21	81	1024	108
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	341	89	208	307	0	892	1728	21	81	1024	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	341	89	208	307	0	892	1728	21	81	1024	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	341	89	208	307	0	892	1728	21	81	1024	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2538	662	1600	3200	1600	4800	6323	77	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.13	0.10	0.00	0.19	0.27	0.27	0.03	0.16	0.07
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	3 0	3	1 0	2 0	4	0 1
Volume Module:												
Base Vol:	41	290	79	179	417	856	723	1589	60	132	1729	205
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	41	290	79	188	438	899	759	1668	63	139	1815	215
Added Vol:	0	0	0	0	0	17	16	11	0	0	12	0
PasserByVol:	1	1	4	8	3	78	94	62	0	5	120	10
Initial Fut:	42	291	83	196	441	994	869	1741	63	144	1947	225
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	291	83	196	441	0	869	1741	63	144	1947	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	291	83	196	441	0	869	1741	63	144	1947	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	291	83	196	441	0	869	1741	63	144	1947	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	2.00	1.00	3.00	3.86	0.14	2.00	4.00	1.00
Final Sat.:	1600	2490	710	1600	3200	1600	4800	6177	223	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.12	0.14	0.00	0.18	0.28	0.28	0.04	0.30	0.14
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	48	4	13	10	7	64	49	512	292	115	265	7
Growth Adj:	1.00	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	4	13	10	7	64	49	512	292	115	265	7
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	0
PasserByVol:	29	0	2	0	1	0	0	75	4	2	10	0
Initial Fut:	77	4	15	10	8	64	49	590	296	117	279	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	4	15	10	8	64	49	590	296	117	279	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	4	15	10	8	64	49	590	296	117	279	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	4	15	10	8	64	49	590	296	117	279	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.21	0.79	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07
Final Sat.:	3200	337	1263	1600	1600	1600	1600	3200	1600	1600	4683	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.01	0.01	0.04	0.03	0.18	0.19	0.07	0.06	0.06
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	506	14	135	9	5	24	72	486	178	45	444	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	14	135	9	5	24	72	486	178	45	444	20
Added Vol:	0	0	0	0	0	0	0	5	0	0	4	0
PasserByVol:	11	0	1	1	0	0	0	29	18	2	73	0
Initial Fut:	517	14	136	10	5	24	72	520	196	47	521	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	14	136	10	5	24	72	520	196	47	521	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	14	136	10	5	24	72	520	196	47	521	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	14	136	10	5	24	72	520	196	47	521	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	2.18	0.82	1.00	2.89	0.11
Final Sat.:	3200	149	1451	1600	1600	1600	1600	3486	1314	1600	4623	177
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.01	0.00	0.02	0.05	0.15	0.15	0.03	0.11	0.11
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:		Ovl						Include						Include						Include				
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	1	0		2	0	2	1	0	
Volume Module:																								
Base Vol:	32		16		75		81		12		39		27		265		207		447		457		101	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	32		16		75		81		12		39		27		265		207		447		457		101	
Added Vol:	0		0		0		0		0		0		0		3		0		0		4		0	
PasserByVol:	19		0		27		0		0		0		1		6		77		5		5		0	
Initial Fut:	51		16		102		81		12		39		28		274		284		452		466		101	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	51		16		102		81		12		39		28		274		284		452		466		101	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	51		16		102		81		12		39		28		274		284		452		466		101	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	51		16		102		81		12		39		28		274		284		452		466		101	
OvlAdjVol:					0																			
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		2.00		1.00		2.00		2.47		0.53	
Final Sat.:	1600		1600		1600		1600		1600		1600		1600		3200		1600		3200		3945		855	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.01		0.06		0.05		0.01		0.02		0.02		0.09		0.18		0.14		0.12		0.12	
OvlAdjV/S:					0.00																			
Crit Moves:		****						****										****		****				

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	221	25	443	73	11	59	67	550	133	374	280	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:	221	25	443	73	11	59	67	550	133	374	280	79
Added Vol:	0	0	0	0	0	0	0	5	0	0	4	0
PasserByVol:	78	0	30	0	0	0	0	9	30	27	7	0
Initial Fut:	299	25	473	73	11	59	67	564	163	401	291	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:	299	25	473	73	11	59	67	564	163	401	291	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	25	473	73	11	59	67	564	163	401	291	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:	299	25	473	73	11	59	67	564	163	401	291	79
OvlAdjVol:			273									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.33	0.67	2.00	2.36	0.64
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3724	1076	3200	3775	1025
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.30	0.05	0.01	0.04	0.04	0.15	0.15	0.13	0.08	0.08
OvlAdjV/S:			0.17									
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	19	0	69	315	1718	0	0	1051	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	19	0	69	331	1804	0	0	1104	179
Added Vol:	0	0	0	0	0	0	1	8	0	0	8	0
PasserByVol:	0	0	0	5	0	20	15	59	0	0	20	2
Initial Fut:	0	0	0	24	0	89	347	1871	0	0	1132	181
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	24	0	0	347	1871	0	0	1132	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	0	347	1871	0	0	1132	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	24	0	0	347	1871	0	0	1132	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.11	0.39	0.00	0.00	0.24	0.00
Crit Moves:				****				****				

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	164	0	635	314	1268	0	0	1416	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	164	0	635	330	1331	0	0	1487	134
Added Vol:	0	0	0	0	0	1	0	11	0	0	11	0
PasserByVol:	0	0	0	6	0	44	21	38	0	0	74	10
Initial Fut:	0	0	0	170	0	680	351	1380	0	0	1572	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	170	0	0	351	1380	0	0	1572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	0	351	1380	0	0	1572	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	170	0	0	351	1380	0	0	1572	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.11	0.29	0.00	0.00	0.33	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	98	128	135	57	69	50	140	1071	49	93	1101	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	98	128	135	57	69	50	147	1125	51	98	1156	173
Added Vol:	0	0	0	0	0	0	0	8	0	0	8	0
PasserByVol:	0	0	0	5	0	10	54	10	0	0	12	30
Initial Fut:	98	128	135	62	69	60	201	1143	51	98	1176	203
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	128	135	62	69	0	201	1143	51	98	1176	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	128	135	62	69	0	201	1143	51	98	1176	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	128	135	62	69	0	201	1143	51	98	1176	203
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.04	0.00	0.13	0.24	0.03	0.06	0.25	0.13
Crit Moves:			****		****		****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 1	0	0 1	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	112	73	110	253	109	139	89	1199	71	100	1055	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	112	73	110	253	109	139	93	1259	75	105	1108	109
Added Vol:	0	0	0	0	0	0	0	11	0	0	11	0
PasserByVol:	0	0	0	33	0	69	30	12	1	0	12	13
Initial Fut:	112	73	110	286	109	208	123	1282	76	105	1131	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	73	110	286	109	0	123	1282	76	105	1131	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	73	110	286	109	0	123	1282	76	105	1131	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	73	110	286	109	0	123	1282	76	105	1131	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2317	883	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.12	0.12	0.00	0.08	0.27	0.05	0.07	0.24	0.08
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	121	1226	22	792	1718	851	76	347	46	51	360	651
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1287	23	832	1804	894	76	347	46	51	360	651
Added Vol:	0	4	0	0	4	0	0	3	0	0	4	0
PasserByVol:	2	10	1	1	53	67	37	3	0	6	3	0
Initial Fut:	129	1301	24	833	1861	961	113	353	46	57	367	651
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	129	1301	24	833	1861	0	113	353	46	57	367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1301	24	833	1861	0	113	353	46	57	367	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	129	1301	24	833	1861	0	113	353	46	57	367	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4247	553	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.02	0.26	0.39	0.00	0.02	0.08	0.08	0.04	0.11	0.00
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 3	0	1	3 0 2	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	35	1391	13	666	1547	366	647	313	117	31	292	399
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1461	14	699	1624	384	647	313	117	31	292	399
Added Vol:	0	5	0	0	5	0	0	5	0	0	4	0
PasserByVol:	2	57	6	1	35	38	92	3	0	3	3	0
Initial Fut:	39	1523	20	700	1664	422	739	321	117	34	299	399
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	1523	20	700	1664	0	739	321	117	34	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1523	20	700	1664	0	739	321	117	34	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	1523	20	700	1664	0	739	321	117	34	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.20	0.80	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3518	1282	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.01	0.22	0.35	0.00	0.15	0.09	0.09	0.02	0.09	0.00
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			3 0 1 1 0			2 0 1 1 0		
Volume Module:												
Base Vol:	123	1123	147	3	809	637	192	79	38	190	261	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1179	154	3	849	669	192	79	38	190	261	6
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	2	2	0	1	1	57	8	4	9	0	13	0
Initial Fut:	131	1185	154	4	854	726	200	83	47	190	274	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1185	154	4	854	726	200	83	47	190	274	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1185	154	4	854	726	200	83	47	190	274	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	1185	154	4	854	726	200	83	47	190	274	6
OvlAdjVol:						659						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.28	0.72	2.00	1.96	0.04
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2043	1157	3200	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.10	0.00	0.18	0.45	0.04	0.04	0.04	0.06	0.09	0.09
OvlAdjV/S:						0.41						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 3	0	1	3 0 1	1	0	2 0 1	1	0
Volume Module:												
Base Vol:	91	771	212	11	1107	451	668	331	126	225	173	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	810	223	12	1162	474	668	331	126	225	173	35
Added Vol:	0	5	0	0	5	0	0	0	0	0	0	0
PasserByVol:	6	2	0	1	1	32	63	25	12	0	22	0
Initial Fut:	102	817	223	13	1168	506	731	356	138	225	195	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:	102	817	223	13	1168	506	731	356	138	225	195	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	817	223	13	1168	506	731	356	138	225	195	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:	102	817	223	13	1168	506	731	356	138	225	195	35
OvlAdjVol:						259						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.44	0.56	2.00	1.70	0.30
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2306	894	3200	2713	487
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.14	0.00	0.24	0.32	0.15	0.15	0.15	0.07	0.07	0.07
OvlAdjV/S:						0.16						
Crit Moves:	****				****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Morning Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	793	0	247	575	1000	0	0	1144	862
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	833	0	259	604	1050	0	0	1201	905
Added Vol:	0	0	0	0	0	4	4	5	0	0	4	0
PasserByVol:	0	0	0	9	0	0	1	14	0	0	39	2
Initial Fut:	0	0	0	842	0	263	609	1069	0	0	1244	907
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	842	0	0	609	1069	0	0	1244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	842	0	0	609	1069	0	0	1244	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	842	0	0	609	1069	0	0	1244	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.00	0.19	0.22	0.00	0.00	0.26	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Project
Evening Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	981	0	323	298	1277	0	0	1136	789
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	1030	0	339	313	1341	0	0	1193	828
Added Vol:	0	0	0	0	0	5	5	6	0	0	6	0
PasserByVol:	0	0	0	3	0	0	1	41	0	0	21	5
Initial Fut:	0	0	0	1033	0	344	319	1388	0	0	1220	833
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1033	0	0	319	1388	0	0	1220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1033	0	0	319	1388	0	0	1220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1033	0	0	319	1388	0	0	1220	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.00	0.10	0.29	0.00	0.00	0.25	0.00
Crit Moves:				****			****				****	

Existing + Growth (Year 2017) + Approved Projects
+ Cumulative Projects

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	440	0	331	0	2172	183	0	918	365
Added Vol:	0	0	0	3	0	0	0	112	0	0	167	6
PasserByVol:	0	0	0	26	0	35	0	31	4	0	46	2
Initial Fut:	0	0	0	469	0	366	0	2315	187	0	1131	373
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	366	0	2315	0	0	1131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	0	366	0	2315	0	0	1131	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	366	0	2315	0	0	1131	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.23	0.00	0.72	0.00	0.00	0.24	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	625	0	482	0	1456	155	0	1851	541
Added Vol:	0	0	0	11	0	6	0	212	0	0	186	11
PasserByVol:	0	0	0	41	0	19	0	90	7	0	51	11
Initial Fut:	0	0	0	677	0	507	0	1758	162	0	2088	563
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	677	0	507	0	1758	0	0	2088	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	677	0	507	0	1758	0	0	2088	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	677	0	507	0	1758	0	0	2088	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.32	0.00	0.55	0.00	0.00	0.44	0.00
Crit Moves:						****		****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	3	1	86	3	412	366	1995	13	8	1150	67
Added Vol:	0	0	0	2	0	14	33	87	0	0	159	0
PasserByVol:	0	0	0	1	0	0	0	128	0	0	94	0
Initial Fut:	3	3	1	89	3	426	399	2210	13	8	1403	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:	3	3	1	89	3	426	399	2210	13	8	1403	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	89	3	426	399	2210	13	8	1403	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:	3	3	1	89	3	426	399	2210	13	8	1403	67
OvlAdjVol:						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:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	686	686	229	1548	52	1600	1600	3182	18	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.27	0.25	0.69	0.69	0.01	0.29	0.04
OvlAdjV/S:						0.02						
Crit Moves:	****			****				****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	0 (Y+R=0.0 sec)	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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	3	13	114	3	453	284	1481	18	44	2376	56
Added Vol:	0	0	0	5	0	44	30	208	0	0	160	4
PasserByVol:	0	0	0	2	0	0	0	142	0	0	155	1
Initial Fut:	14	3	13	121	3	497	314	1831	18	44	2691	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	13	121	3	497	314	1831	18	44	2691	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	121	3	497	314	1831	18	44	2691	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	3	13	121	3	497	314	1831	18	44	2691	61
OvlAdjVol:						184						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.10	0.43	0.98	0.02	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	747	160	693	1561	39	1600	1600	3169	31	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.31	0.20	0.58	0.58	0.03	0.56	0.04
OvlAdjV/S:						0.11						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 0	1!	0 0	1 0	1	0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	28	0	24	26	1990	0	0	1266	29
Added Vol:	0	0	0	0	0	0	0	89	0	0	159	0
PasserByVol:	0	0	0	0	0	0	0	133	0	0	94	0
Initial Fut:	0	0	0	28	0	24	26	2212	0	0	1519	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:	0	0	0	28	0	24	26	2212	0	0	1519	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	26	2212	0	0	1519	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:	0	0	0	28	0	24	26	2212	0	0	1519	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:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	1600	862	0	738	1600	3200	0	0	4709	91
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.69	0.00	0.00	0.32	0.32
Crit Moves:						****		****				

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	1		0	0	1!	0	0		1	0	1	1	0		0	0	2	1	0	
Volume Module:																								
Base Vol:	0	0	3				50	0	28				68	1471	2				0	2240	36			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.05	1.05	1.05				1.05	1.05	1.05			
Initial Bse:	0	0	3				50	0	28				71	1545	2				0	2352	38			
Added Vol:	0	0	0				0	0	0				0	213	0				0	163	0			
PasserByVol:	0	0	0				0	0	0				0	143	0				0	157	0			
Initial Fut:	0	0	3				50	0	28				71	1901	2				0	2672	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:	0	0	3				50	0	28				71	1901	2				0	2672	38			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	3				50	0	28				71	1901	2				0	2672	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:	0	0	3				50	0	28				71	1901	2				0	2672	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:	0.00	0.00	1.00				0.64	0.00	0.36				1.00	1.99	0.01				0.00	2.96	0.04			
Final Sat.:	0	0	1600				1026	0	574				1600	3196	4				0	4733	67			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.03	0.00	0.05				0.04	0.59	0.59				0.00	0.56	0.56			
Crit Moves:	****								****				****							****				

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	40	780	12	132	738	18	64	155	28	12	101	240
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	819	13	139	775	19	64	155	28	12	101	240
Added Vol:	0	2	0	2	8	0	0	0	0	0	0	0
PasserByVol:	1	1	0	2	1	0	0	0	0	0	1	2
Initial Fut:	43	822	13	143	784	19	64	155	28	12	102	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	822	13	143	784	19	64	155	28	12	102	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	822	13	143	784	19	64	155	28	12	102	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	822	13	143	784	19	64	155	28	12	102	242
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1355	245	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.01	0.09	0.24	0.01	0.04	0.11	0.11	0.01	0.06	0.15
Crit Moves:		****			****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	97	658	41	159	1185	69	48	109	63	30	182	234
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	691	43	167	1244	72	48	109	63	30	182	234
Added Vol:	0	13	0	5	9	0	0	0	0	0	0	4
PasserByVol:	1	1	0	3	2	0	0	0	0	0	1	2
Initial Fut:	103	705	43	175	1255	72	48	109	63	30	183	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	705	43	175	1255	72	48	109	63	30	183	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	705	43	175	1255	72	48	109	63	30	183	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	705	43	175	1255	72	48	109	63	30	183	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1014	586	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.03	0.11	0.39	0.05	0.03	0.11	0.11	0.02	0.11	0.15
Crit Moves:	****				****		****					****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	274	506	37	178	438	132	230	478	180	39	389	62
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	531	39	187	460	139	230	478	180	39	389	62
Added Vol:	0	1	0	6	2	0	0	88	1	0	74	2
PasserByVol:	1	1	0	1	0	3	1	4	1	0	6	0
Initial Fut:	289	533	39	194	462	142	231	570	182	39	469	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	533	39	194	462	142	231	570	182	39	469	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	533	39	194	462	142	231	570	182	39	469	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	533	39	194	462	142	231	570	182	39	469	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	1.00	1.76	0.24
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2426	774	1600	2816	384
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.02	0.06	0.14	0.09	0.07	0.24	0.23	0.02	0.17	0.17
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	312	459	46	170	584	523	248	472	218	81	554	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	482	48	179	613	549	248	472	218	81	554	87
Added Vol:	2	3	0	8	1	0	0	116	1	0	129	10
PasserByVol:	0	0	0	2	0	4	7	19	0	0	10	1
Initial Fut:	330	485	48	189	614	553	255	607	219	81	693	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	485	48	189	614	553	255	607	219	81	693	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	485	48	189	614	553	255	607	219	81	693	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	485	48	189	614	553	255	607	219	81	693	98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.47	0.53	1.00	1.75	0.25
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2352	848	1600	2804	396
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.03	0.06	0.19	0.35	0.08	0.26	0.26	0.05	0.25	0.25
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

****

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0 1	0 1	2 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	362	411	0	0	472	111	67	0	509	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:	362	411	0	0	472	111	67	0	509	0	0	0
Added Vol:	54	1	0	0	4	0	0	0	21	0	0	0
PasserByVol:	1	4	0	0	2	0	0	0	2	0	0	0
Initial Fut:	417	416	0	0	478	111	67	0	532	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	417	416	0	0	478	111	67	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	416	0	0	478	111	67	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	417	416	0	0	478	111	67	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.00	0.30	0.07	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

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Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	550	543	0	0	369	103	121	0	503	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:	550	543	0	0	369	103	121	0	503	0	0	0
Added Vol:	42	8	0	0	11	0	0	0	72	0	0	0
PasserByVol:	3	5	0	0	5	0	0	0	8	0	0	0
Initial Fut:	595	556	0	0	385	103	121	0	583	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	595	556	0	0	385	103	121	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	595	556	0	0	385	103	121	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	595	556	0	0	385	103	121	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.00	0.00	0.24	0.06	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	718	43	40	907	50	29	21	209	44	10	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:	87	718	43	40	907	50	29	21	209	44	10	59
Added Vol:	3	55	0	0	25	0	0	0	2	0	0	0
PasserByVol:	1	2	1	1	2	0	0	0	2	1	2	4
Initial Fut:	91	775	44	41	934	50	29	21	213	45	12	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	775	44	41	934	50	29	21	213	45	12	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	775	44	41	934	50	29	21	213	45	12	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	775	44	41	934	50	29	21	213	45	12	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	928	672	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.03	0.03	0.29	0.03	0.02	0.03	0.13	0.03	0.01	0.04
Crit Moves:	****				****				****	****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1017	45	79	816	23	34	23	153	52	14	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1017	45	79	816	23	34	23	153	52	14	50
Added Vol:	5	50	0	0	83	0	0	0	8	0	0	0
PasserByVol:	1	14	2	4	10	0	0	1	2	0	1	4
Initial Fut:	142	1081	47	83	909	23	34	24	163	52	15	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:	142	1081	47	83	909	23	34	24	163	52	15	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1081	47	83	909	23	34	24	163	52	15	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:	142	1081	47	83	909	23	34	24	163	52	15	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	938	662	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.03	0.05	0.28	0.01	0.02	0.04	0.10	0.03	0.01	0.03
Crit Moves:		****		****					****	****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	45	42	904	44	182	151	1916	22	18	1265	718
Added Vol:	0	0	0	27	0	2	3	86	0	0	157	55
PasserByVol:	0	0	0	19	0	9	9	120	0	0	86	9
Initial Fut:	24	45	42	950	44	193	163	2122	22	18	1508	782
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:	24	45	42	950	44	193	163	2122	22	18	1508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	950	44	193	163	2122	22	18	1508	0
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:	24	45	42	950	44	193	163	2122	22	18	1508	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1655	1545	4800	1600	1600	3200	4751	49	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.20	0.03	0.12	0.05	0.45	0.45	0.01	0.31	0.00
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	3	0 1	0	1	2	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	16	32	50		840	49	136		119	1477	22		48	2054	1170	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.05	1.05	1.05		1.05	1.05	1.05	
Initial Bse:	16	32	50		840	49	136		125	1551	23		50	2157	1229	
Added Vol:	0	0	0		92	0	5		3	210	0		0	158	55	
PasserByVol:	0	0	0		13	0	16		27	123	0		0	150	26	
Initial Fut:	16	32	50		945	49	157		155	1884	23		50	2465	1310	
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	32	50		945	49	157		155	1884	23		50	2465	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	32	50		945	49	157		155	1884	23		50	2465	0	
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	32	50		945	49	157		155	1884	23		50	2465	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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:	0.01	0.02	0.03		0.20	0.03	0.10		0.05	0.40	0.40		0.03	0.51	0.00	
Crit Moves:			****		****				****					****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	383	13	25	30	5	36	32	2542	315	39	1550	16
Added Vol:	5	0	2	0	0	0	0	89	24	9	207	0
PasserByVol:	1	0	1	44	0	18	35	95	0	0	64	0
Initial Fut:	389	13	28	74	5	54	67	2726	339	48	1821	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	13	28	74	5	54	67	2726	339	48	1821	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	13	28	74	5	54	67	2726	339	48	1821	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	13	28	74	5	54	67	2726	339	48	1821	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.71	0.09	0.20	1.00	0.08	0.92	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4342	145	313	1600	136	1464	1600	4800	1600	1600	6345	55
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.04	0.04	0.04	0.57	0.21	0.03	0.29	0.29
Crit Moves:	****			****				****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	410	8	29	23	16	38	53	1990	497	60	3006	24
Added Vol:	49	0	18	0	0	0	0	227	75	27	164	0
PasserByVol:	3	0	0	71	0	29	26	83	2	0	127	0
Initial Fut:	462	8	47	94	16	67	79	2300	574	87	3297	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	8	47	94	16	67	79	2300	574	87	3297	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	8	47	94	16	67	79	2300	574	87	3297	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	8	47	94	16	67	79	2300	574	87	3297	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.68	0.05	0.27	1.00	0.19	0.81	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4289	74	436	1600	308	1292	1600	4800	1600	1600	6353	47
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.06	0.05	0.05	0.05	0.48	0.36	0.05	0.52	0.52
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	26	1110	140	744	1604	78	299	38	58	123	8	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1166	147	781	1684	82	299	38	58	123	8	17
Added Vol:	0	131	0	0	61	0	0	0	0	2	0	0
PasserByVol:	0	75	4	45	141	0	0	0	0	10	0	41
Initial Fut:	27	1372	151	826	1886	82	299	38	58	135	8	58
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1372	0	826	1886	0	299	38	58	135	8	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1372	0	826	1886	0	299	38	58	135	8	58
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1372	0	826	1886	0	299	38	58	135	8	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.26	0.39	0.00	0.09	0.02	0.04	0.04	0.01	0.04
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	55	1289	131	514	1525	164	89	36	13	178	46	572
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1353	138	540	1601	172	89	36	13	178	46	572
Added Vol:	0	105	4	0	143	0	0	0	0	5	0	0
PasserByVol:	1	101	8	46	116	0	1	4	0	8	0	108
Initial Fut:	59	1559	150	586	1860	172	90	40	13	191	46	680
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1559	0	586	1860	0	90	40	13	191	46	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1559	0	586	1860	0	90	40	13	191	46	680
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1559	0	586	1860	0	90	40	13	191	46	680
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.00	0.18	0.39	0.00	0.03	0.03	0.01	0.06	0.03	0.43
Crit Moves:		****			****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	10	1115	289	543	1067	29	33	5	16	39	6	99
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1171	303	570	1120	30	33	5	16	39	6	99
Added Vol:	0	131	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	54	3	5	108	1	6	0	0	21	0	16
Initial Fut:	11	1356	306	575	1291	31	39	5	16	60	6	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1356	306	575	1291	31	39	5	16	60	6	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1356	306	575	1291	31	39	5	16	60	6	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1356	306	575	1291	31	39	5	16	60	6	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.82	0.18	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	1600	1600	2909	291	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.19	0.18	0.27	0.02	0.02	0.00	0.01	0.02	0.02	0.07
Crit Moves:		****		****			****					****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	17	1176	128	157	1297	74	45	17	16	243	5	458
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1235	134	165	1362	78	45	17	16	243	5	458
Added Vol:	0	109	0	0	149	0	0	0	0	0	0	0
PasserByVol:	0	96	11	15	77	6	2	1	0	10	1	9
Initial Fut:	18	1440	145	180	1588	84	47	18	16	253	6	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1440	145	180	1588	84	47	18	16	253	6	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1440	145	180	1588	84	47	18	16	253	6	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1440	145	180	1588	84	47	18	16	253	6	467
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	1600	1600	3126	74	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.09	0.06	0.33	0.05	0.03	0.01	0.01	0.08	0.08	0.29
Crit Moves:		****			****			****				****

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ignore						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	2	0	1		3	0	3	1	0		2	0	4	0	1	
Volume Module:																								
Base Vol:	17	340		88			192	291		594			788	1557		19			76	921		102		
Growth Adj:	1.00	1.00		1.00			1.05	1.05		1.05			1.05	1.05		1.05			1.05	1.05		1.05		
Initial Bse:	17	340		88			202	306		624			827	1635		20			80	967		107		
Added Vol:	0	0		0			38	17		8			2	56		0			0	195		129		
PasserByVol:	0	1		1			6	1		116			52	84		1			1	49		1		
Initial Fut:	17	341		89			246	324		748			881	1775		21			81	1211		237		
User Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	17	341		89			246	324		0			881	1775		21			81	1211		237		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	17	341		89			246	324		0			881	1775		21			81	1211		237		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	17	341		89			246	324		0			881	1775		21			81	1211		237		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.59		0.41			1.00	2.00		1.00			3.00	3.95		0.05			2.00	4.00		1.00		
Final Sat.:	1600	2538		662			1600	3200		1600			4800	6325		75			3200	6400		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.13		0.13			0.15	0.10		0.00			0.18	0.28		0.28			0.03	0.19		0.15		
Crit Moves:		****						****						****							****			

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	3 0	3	1 0	2 0	4	0 1
Volume Module:												
Base Vol:	41	290	79	179	417	856	723	1589	60	132	1729	205
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	41	290	79	188	438	899	759	1668	63	139	1815	215
Added Vol:	0	16	0	128	0	20	16	200	0	0	127	77
PasserByVol:	1	1	4	8	3	78	94	62	0	5	120	10
Initial Fut:	42	307	83	324	441	997	869	1930	63	144	2062	302
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	307	83	324	441	0	869	1930	63	144	2062	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	307	83	324	441	0	869	1930	63	144	2062	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	307	83	324	441	0	869	1930	63	144	2062	302
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	3.00	3.87	0.13	2.00	4.00	1.00
Final Sat.:	1600	2519	681	1600	3200	1600	4800	6198	202	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.20	0.14	0.00	0.18	0.31	0.31	0.04	0.32	0.19
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0	1	0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	48	4	13	10	7	64	49	512	292	115	265	7
Growth Adj:	1.00	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	4	13	10	7	64	49	512	292	115	265	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	2	0
PasserByVol:	29	0	2	0	1	0	0	75	4	2	10	0
Initial Fut:	77	4	15	10	8	64	49	587	296	117	277	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	4	15	10	8	64	49	587	296	117	277	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	4	15	10	8	64	49	587	296	117	277	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	4	15	10	8	64	49	587	296	117	277	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.21	0.79	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07
Final Sat.:	3200	337	1263	1600	1600	1600	1600	3200	1600	1600	4682	118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.01	0.01	0.04	0.03	0.18	0.19	0.07	0.06	0.06
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	506	14	135	9	5	24	72	486	178	45	444	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	14	135	9	5	24	72	486	178	45	444	20
Added Vol:	0	0	0	0	0	0	0	4	0	0	5	0
PasserByVol:	11	0	1	1	0	0	0	29	18	2	73	0
Initial Fut:	517	14	136	10	5	24	72	519	196	47	522	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	14	136	10	5	24	72	519	196	47	522	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	14	136	10	5	24	72	519	196	47	522	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	14	136	10	5	24	72	519	196	47	522	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	2.18	0.82	1.00	2.89	0.11
Final Sat.:	3200	149	1451	1600	1600	1600	1600	3484	1316	1600	4623	177
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.01	0.00	0.02	0.05	0.15	0.15	0.03	0.11	0.11
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	32	16	75	81	12	39	27	265	207	447	457	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	75	81	12	39	27	265	207	447	457	101
Added Vol:	0	0	3	0	0	0	0	0	0	9	2	0
PasserByVol:	19	0	27	0	0	0	1	6	77	5	5	0
Initial Fut:	51	16	105	81	12	39	28	271	284	461	464	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	16	105	81	12	39	28	271	284	461	464	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	16	105	81	12	39	28	271	284	461	464	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	16	105	81	12	39	28	271	284	461	464	101
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.46	0.54
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	3200	3942	858
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.07	0.05	0.01	0.02	0.02	0.08	0.18	0.14	0.12	0.12
OvlAdjV/S:			0.00									
Crit Moves:	****			****					****	****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	221	25	443	73	11	59	67	550	133	374	280	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:	221	25	443	73	11	59	67	550	133	374	280	79
Added Vol:	0	0	9	0	0	0	0	4	0	6	5	0
PasserByVol:	78	0	30	0	0	0	0	9	30	27	7	0
Initial Fut:	299	25	482	73	11	59	67	563	163	407	292	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:	299	25	482	73	11	59	67	563	163	407	292	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	25	482	73	11	59	67	563	163	407	292	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:	299	25	482	73	11	59	67	563	163	407	292	79
OvlAdjVol:			279									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.33	0.67	2.00	2.36	0.64
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3722	1078	3200	3778	1022
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.30	0.05	0.01	0.04	0.04	0.15	0.15	0.13	0.08	0.08
OvlAdjV/S:			0.17									
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	19	0	69	315	1718	0	0	1051	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	19	0	69	331	1804	0	0	1104	179
Added Vol:	0	0	0	0	0	0	0	94	0	0	324	0
PasserByVol:	0	0	0	5	0	20	15	59	0	0	20	2
Initial Fut:	0	0	0	24	0	89	346	1957	0	0	1448	181
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	24	0	0	346	1957	0	0	1448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	0	346	1957	0	0	1448	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	24	0	0	346	1957	0	0	1448	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.11	0.41	0.00	0.00	0.30	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	164	0	635	314	1268	0	0	1416	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	164	0	635	330	1331	0	0	1487	134
Added Vol:	0	0	0	0	0	0	0	328	0	0	204	0
PasserByVol:	0	0	0	6	0	44	21	38	0	0	74	10
Initial Fut:	0	0	0	170	0	679	351	1697	0	0	1765	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	170	0	0	351	1697	0	0	1765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	0	351	1697	0	0	1765	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	170	0	0	351	1697	0	0	1765	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.11	0.35	0.00	0.00	0.37	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	98	128	135	57	69	50	140	1071	49	93	1101	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	98	128	135	57	69	50	147	1125	51	98	1156	173
Added Vol:	0	0	0	0	0	0	0	94	0	0	324	0
PasserByVol:	0	0	0	5	0	10	54	10	0	0	12	30
Initial Fut:	98	128	135	62	69	60	201	1229	51	98	1492	203
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	128	135	62	69	0	201	1229	51	98	1492	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	128	135	62	69	0	201	1229	51	98	1492	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	128	135	62	69	0	201	1229	51	98	1492	203
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.04	0.00	0.13	0.26	0.03	0.06	0.31	0.13
Crit Moves:			****		****		****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	112	73	110	253	109	139	89	1199	71	100	1055	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	112	73	110	253	109	139	93	1259	75	105	1108	109
Added Vol:	0	0	0	0	0	0	0	328	0	0	204	0
PasserByVol:	0	0	0	33	0	69	30	12	1	0	12	13
Initial Fut:	112	73	110	286	109	208	123	1599	76	105	1324	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	73	110	286	109	0	123	1599	76	105	1324	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	73	110	286	109	0	123	1599	76	105	1324	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	73	110	286	109	0	123	1599	76	105	1324	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2317	883	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.12	0.12	0.00	0.08	0.33	0.05	0.07	0.28	0.08
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			3 0 2 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	121	1226	22	792	1718	851	76	347	46	51	360	651
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1287	23	832	1804	894	76	347	46	51	360	651
Added Vol:	0	73	0	0	38	0	0	3	0	0	11	0
PasserByVol:	2	10	1	1	53	67	37	3	0	6	3	0
Initial Fut:	129	1370	24	833	1895	961	113	353	46	57	374	651
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	129	1370	24	833	1895	0	113	353	46	57	374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1370	24	833	1895	0	113	353	46	57	374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	129	1370	24	833	1895	0	113	353	46	57	374	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4247	553	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.02	0.26	0.39	0.00	0.02	0.08	0.08	0.04	0.12	0.00
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 3	0	1	3 0 2	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	35 1391		13	666 1547		366	647	313	117	31	292	399
Growth Adj:	1.05 1.05		1.05	1.05 1.05		1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37 1461		14	699 1624		384	647	313	117	31	292	399
Added Vol:	0 59		0	0 72		0	0	13	0	0	11	0
PasserByVol:	2 57		6	1 35		38	92	3	0	3	3	0
Initial Fut:	39 1577		20	700 1731		422	739	329	117	34	306	399
User Adj:	1.00 1.00		1.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39 1577		20	700 1731		0	739	329	117	34	306	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	39 1577		20	700 1731		0	739	329	117	34	306	0
PCE Adj:	1.00 1.00		1.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39 1577		20	700 1731		0	739	329	117	34	306	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00 3.00		1.00	2.00 3.00		1.00	3.00	2.21	0.79	1.00	2.00	1.00
Final Sat.:	3200 4800		1600	3200 4800		1600	4800	3541	1259	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.33		0.01	0.22 0.36		0.00	0.15	0.09	0.09	0.02	0.10	0.00
Crit Moves:	****			****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	123	1123	147	3	809	637	192	79	38	190	261	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1179	154	3	849	669	192	79	38	190	261	6
Added Vol:	37	73	1	0	38	0	0	0	11	3	0	0
PasserByVol:	2	2	0	1	1	57	8	4	9	0	13	0
Initial Fut:	168	1254	155	4	888	726	200	83	58	193	274	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	1254	155	4	888	726	200	83	58	193	274	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1254	155	4	888	726	200	83	58	193	274	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	1254	155	4	888	726	200	83	58	193	274	6
OvlAdjVol:						655						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.18	0.82	2.00	1.96	0.04
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	1884	1316	3200	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.10	0.00	0.19	0.45	0.04	0.04	0.04	0.06	0.09	0.09
OvlAdjV/S:						0.41						
Crit Moves:	****					****		****			****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	91	771	212	11	1107	451	668	331	126	225	173	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	810	223	12	1162	474	668	331	126	225	173	35
Added Vol:	22	59	5	0	72	0	0	0	37	6	0	0
PasserByVol:	6	2	0	1	1	32	63	25	12	0	22	0
Initial Fut:	124	871	228	13	1235	506	731	356	175	231	195	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:	124	871	228	13	1235	506	731	356	175	231	195	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	871	228	13	1235	506	731	356	175	231	195	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:	124	871	228	13	1235	506	731	356	175	231	195	35
OvlAdjVol:						240						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.34	0.66	2.00	1.70	0.30
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2145	1055	3200	2713	487
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.14	0.00	0.26	0.32	0.15	0.17	0.17	0.07	0.07	0.07
OvlAdjV/S:						0.15						
Crit Moves:	****				****			****		****		

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	793	0	247	575	1000	0	0	1144	862
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	833	0	259	604	1050	0	0	1201	905
Added Vol:	0	0	0	49	0	3	1	93	0	0	321	110
PasserByVol:	0	0	0	9	0	0	1	14	0	0	39	2
Initial Fut:	0	0	0	891	0	262	606	1157	0	0	1561	1017
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	891	0	0	606	1157	0	0	1561	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	891	0	0	606	1157	0	0	1561	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	891	0	0	606	1157	0	0	1561	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.00	0.19	0.24	0.00	0.00	0.33	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	981	0	323	298	1277	0	0	1136	789
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	1030	0	339	313	1341	0	0	1193	828
Added Vol:	0	0	0	109	0	6	5	323	0	0	198	81
PasserByVol:	0	0	0	3	0	0	1	41	0	0	21	5
Initial Fut:	0	0	0	1142	0	345	319	1705	0	0	1412	914
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1142	0	0	319	1705	0	0	1412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1142	0	0	319	1705	0	0	1412	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1142	0	0	319	1705	0	0	1412	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.00	0.10	0.36	0.00	0.00	0.29	0.00
Crit Moves:				****			****				****	

Existing + Growth (Year 2017) + Approved Projects
+ Cumulative Projects + Project

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	440	0	331	0	2172	183	0	918	365
Added Vol:	0	0	0	11	0	0	0	120	0	0	172	9
PasserByVol:	0	0	0	26	0	35	0	31	4	0	46	2
Initial Fut:	0	0	0	477	0	366	0	2323	187	0	1136	376
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	477	0	366	0	2323	0	0	1136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	477	0	366	0	2323	0	0	1136	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	477	0	366	0	2323	0	0	1136	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.23	0.00	0.73	0.00	0.00	0.24	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	625	0	482	0	1456	155	0	1851	541
Added Vol:	0	0	0	20	0	6	0	221	0	0	196	19
PasserByVol:	0	0	0	41	0	19	0	90	7	0	51	11
Initial Fut:	0	0	0	686	0	507	0	1767	162	0	2098	571
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	686	0	507	0	1767	0	0	2098	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	686	0	507	0	1767	0	0	2098	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	686	0	507	0	1767	0	0	2098	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.32	0.00	0.55	0.00	0.00	0.44	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	3	1	86	3	412	366	1995	13	8	1150	67
Added Vol:	0	0	0	2	0	14	33	109	0	0	175	0
PasserByVol:	0	0	0	1	0	0	0	128	0	0	94	0
Initial Fut:	3	3	1	89	3	426	399	2232	13	8	1419	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:	3	3	1	89	3	426	399	2232	13	8	1419	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	89	3	426	399	2232	13	8	1419	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:	3	3	1	89	3	426	399	2232	13	8	1419	67
OvlAdjVol:						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:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	686	686	229	1548	52	1600	1600	3182	18	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.27	0.25	0.70	0.70	0.01	0.30	0.04
OvlAdjV/S:						0.02						
Crit Moves:		****			****				****		****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	0 (Y+R=0.0 sec)	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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	3	13	114	3	453	284	1481	18	44	2376	56
Added Vol:	0	0	0	5	0	44	30	232	0	0	188	4
PasserByVol:	0	0	0	2	0	0	0	142	0	0	155	1
Initial Fut:	14	3	13	121	3	497	314	1855	18	44	2719	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	13	121	3	497	314	1855	18	44	2719	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	121	3	497	314	1855	18	44	2719	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	3	13	121	3	497	314	1855	18	44	2719	61
OvlAdjVol:						184						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.10	0.43	0.98	0.02	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	747	160	693	1561	39	1600	1600	3169	31	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.31	0.20	0.59	0.59	0.03	0.57	0.04
OvlAdjV/S:						0.11						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	28	0	24	26	1990	0	0	1266	29
Added Vol:	0	0	0	0	0	0	0	111	0	0	175	0
PasserByVol:	0	0	0	0	0	0	0	133	0	0	94	0
Initial Fut:	0	0	0	28	0	24	26	2234	0	0	1535	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:	0	0	0	28	0	24	26	2234	0	0	1535	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	26	2234	0	0	1535	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:	0	0	0	28	0	24	26	2234	0	0	1535	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:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	1600	862	0	738	1600	3200	0	0	4710	90
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.70	0.00	0.00	0.33	0.33
Crit Moves:						****		****				

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	3	50	0	28	68	1471	2	0	2240	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	3	50	0	28	71	1545	2	0	2352	38
Added Vol:	0	0	0	0	0	0	0	237	0	0	191	0
PasserByVol:	0	0	0	0	0	0	0	143	0	0	157	0
Initial Fut:	0	0	3	50	0	28	71	1925	2	0	2700	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:	0	0	3	50	0	28	71	1925	2	0	2700	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	3	50	0	28	71	1925	2	0	2700	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:	0	0	3	50	0	28	71	1925	2	0	2700	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:	0.00	0.00	1.00	0.64	0.00	0.36	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	0	0	1600	1026	0	574	1600	3197	3	0	4734	66
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.04	0.60	0.60	0.00	0.57	0.57
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	40	780	12	132	738	18	64	155	28	12	101	240
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	819	13	139	775	19	64	155	28	12	101	240
Added Vol:	0	4	0	5	12	0	0	0	0	0	0	2
PasserByVol:	1	1	0	2	1	0	0	0	0	0	1	2
Initial Fut:	43	824	13	146	788	19	64	155	28	12	102	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	824	13	146	788	19	64	155	28	12	102	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	824	13	146	788	19	64	155	28	12	102	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	824	13	146	788	19	64	155	28	12	102	244
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1355	245	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.01	0.09	0.25	0.01	0.04	0.11	0.11	0.01	0.06	0.15
Crit Moves:		****		****			****					****

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #4 Irvine Avenue (NS) at 19th Street/Dover Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	97	658	41	159	1185	69	48	109	63	30	182	234
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	691	43	167	1244	72	48	109	63	30	182	234
Added Vol:	0	17	0	9	12	0	0	0	0	0	0	8
PasserByVol:	1	1	0	3	2	0	0	0	0	0	1	2
Initial Fut:	103	709	43	179	1258	72	48	109	63	30	183	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	709	43	179	1258	72	48	109	63	30	183	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	709	43	179	1258	72	48	109	63	30	183	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	709	43	179	1258	72	48	109	63	30	183	244
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1014	586	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.03	0.11	0.39	0.05	0.03	0.11	0.11	0.02	0.11	0.15
Crit Moves:	****				****		****					****

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	274	506	37	178	438	132	230	478	180	39	389	62
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	531	39	187	460	139	230	478	180	39	389	62
Added Vol:	0	1	0	10	2	0	0	95	1	0	79	3
PasserByVol:	1	1	0	1	0	3	1	4	1	0	6	0
Initial Fut:	289	533	39	198	462	142	231	577	182	39	474	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:	289	533	39	198	462	142	231	577	182	39	474	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	533	39	198	462	142	231	577	182	39	474	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:	289	533	39	198	462	142	231	577	182	39	474	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	1.00	1.76	0.24
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2433	767	1600	2814	386
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.02	0.06	0.14	0.09	0.07	0.24	0.24	0.02	0.17	0.17
Crit Moves:	****				****			****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #5 Irvine Avenue (NS) at 17th Street/Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	312	459	46	170	584	523	248	472	218	81	554	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	482	48	179	613	549	248	472	218	81	554	87
Added Vol:	2	3	0	11	1	0	0	124	1	0	138	14
PasserByVol:	0	0	0	2	0	4	7	19	0	0	10	1
Initial Fut:	330	485	48	192	614	553	255	615	219	81	702	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	485	48	192	614	553	255	615	219	81	702	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	485	48	192	614	553	255	615	219	81	702	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	485	48	192	614	553	255	615	219	81	702	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.47	0.53	1.00	1.75	0.25
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2360	840	1600	2794	406
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.03	0.06	0.19	0.35	0.08	0.26	0.26	0.05	0.25	0.25
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0	0 1	0 1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	362	411	0	0	472	111	67	0	509	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:	362	411	0	0	472	111	67	0	509	0	0	0
Added Vol:	61	4	0	0	11	0	0	0	31	0	0	0
PasserByVol:	1	4	0	0	2	0	0	0	2	0	0	0
Initial Fut:	424	419	0	0	485	111	67	0	542	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	424	419	0	0	485	111	67	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	419	0	0	485	111	67	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	424	419	0	0	485	111	67	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.00	0.30	0.07	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #6 Dover Drive (NS) at Westcliff Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	550	543	0	0	369	103	121	0	503	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:	550	543	0	0	369	103	121	0	503	0	0	0
Added Vol:	55	17	0	0	18	0	0	0	82	0	0	0
PasserByVol:	3	5	0	0	5	0	0	0	8	0	0	0
Initial Fut:	608	565	0	0	392	103	121	0	593	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	608	565	0	0	392	103	121	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	608	565	0	0	392	103	121	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	608	565	0	0	392	103	121	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	3200	0	0	1600	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.00	0.00	0.25	0.06	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	718	43	40	907	50	29	21	209	44	10	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:	87	718	43	40	907	50	29	21	209	44	10	59
Added Vol:	4	65	0	0	42	0	0	0	6	0	0	0
PasserByVol:	1	2	1	1	2	0	0	0	2	1	2	4
Initial Fut:	92	785	44	41	951	50	29	21	217	45	12	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	785	44	41	951	50	29	21	217	45	12	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	785	44	41	951	50	29	21	217	45	12	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	785	44	41	951	50	29	21	217	45	12	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	928	672	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.03	0.03	0.30	0.03	0.02	0.03	0.14	0.03	0.01	0.04
Crit Moves:	****				****				****	****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #7 Dover Drive (NS) at 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1017	45	79	816	23	34	23	153	52	14	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1017	45	79	816	23	34	23	153	52	14	50
Added Vol:	9	72	0	0	100	0	0	0	12	0	0	0
PasserByVol:	1	14	2	4	10	0	0	1	2	0	1	4
Initial Fut:	146	1103	47	83	926	23	34	24	167	52	15	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:	146	1103	47	83	926	23	34	24	167	52	15	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1103	47	83	926	23	34	24	167	52	15	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:	146	1103	47	83	926	23	34	24	167	52	15	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	938	662	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.03	0.05	0.29	0.01	0.02	0.04	0.10	0.03	0.01	0.03
Crit Moves:		****		****					****	****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	45	42	904	44	182	151	1916	22	18	1265	718
Added Vol:	0	0	0	51	0	2	3	107	0	0	173	68
PasserByVol:	0	0	0	19	0	9	9	120	0	0	86	9
Initial Fut:	24	45	42	974	44	193	163	2143	22	18	1524	795
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:	24	45	42	974	44	193	163	2143	22	18	1524	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	974	44	193	163	2143	22	18	1524	0
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:	24	45	42	974	44	193	163	2143	22	18	1524	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1655	1545	4800	1600	1600	3200	4751	49	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.20	0.03	0.12	0.05	0.45	0.45	0.01	0.32	0.00
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	16	32	50	840	49	136	125	1551	23	50	2157	1229
Added Vol:	0	0	0	115	0	5	3	234	0	0	186	86
PasserByVol:	0	0	0	13	0	16	27	123	0	0	150	26
Initial Fut:	16	32	50	968	49	157	155	1908	23	50	2493	1341
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	32	50	968	49	157	155	1908	23	50	2493	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	968	49	157	155	1908	23	50	2493	0
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	32	50	968	49	157	155	1908	23	50	2493	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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:	0.01	0.02	0.03	0.20	0.03	0.10	0.05	0.40	0.40	0.03	0.52	0.00
Crit Moves:			****	****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	383	13	25	30	5	36	32	2542	315	39	1550	16
Added Vol:	5	7	2	22	4	29	46	89	24	9	207	19
PasserByVol:	1	0	1	44	0	18	35	95	0	0	64	0
Initial Fut:	389	20	28	96	9	83	113	2726	339	48	1821	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:	389	20	28	96	9	83	113	2726	339	48	1821	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	20	28	96	9	83	113	2726	339	48	1821	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:	389	20	28	96	9	83	113	2726	339	48	1821	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:	2.67	0.14	0.19	1.00	0.10	0.90	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4273	220	308	1600	157	1443	1600	4800	1600	1600	6280	120
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.07	0.57	0.21	0.03	0.29	0.29
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	410	8	29	23	16	38	53	1990	497	60	3006	24
Added Vol:	49	7	18	27	9	59	48	227	75	27	164	28
PasserByVol:	3	0	0	77	0	34	35	74	2	0	117	10
Initial Fut:	462	15	47	127	25	131	136	2291	574	87	3287	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	15	47	127	25	131	136	2291	574	87	3287	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	15	47	127	25	131	136	2291	574	87	3287	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	15	47	127	25	131	136	2291	574	87	3287	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.64	0.09	0.27	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4232	137	431	1600	256	1344	1600	4800	1600	1600	6281	119
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.08	0.10	0.10	0.08	0.48	0.36	0.05	0.52	0.52
Crit Moves:			****			****	****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	26	1110	140	744	1604	78	299	38	58	123	8	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1166	147	781	1684	82	299	38	58	123	8	17
Added Vol:	0	141	3	0	69	0	0	0	0	5	0	0
PasserByVol:	0	75	4	45	141	0	0	0	0	10	0	41
Initial Fut:	27	1382	154	826	1894	82	299	38	58	138	8	58
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1382	0	826	1894	0	299	38	58	138	8	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1382	0	826	1894	0	299	38	58	138	8	58
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1382	0	826	1894	0	299	38	58	138	8	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.26	0.39	0.00	0.09	0.02	0.04	0.04	0.01	0.04
Crit Moves:		****		****			****			****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	2 0 3	0	1	1 1 1	0	1	1 1 1	0	1
Volume Module:												
Base Vol:	55 1289		131	514 1525		164	89	36	13	178	46	572
Growth Adj:	1.05 1.05		1.05	1.05 1.05		1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58 1353		138	540 1601		172	89	36	13	178	46	572
Added Vol:	0 117		8	0 156		0	0	0	0	10	0	0
PasserByVol:	1 101		8	46 116		0	1	4	0	8	0	108
Initial Fut:	59 1571		154	586 1873		172	90	40	13	196	46	680
User Adj:	1.00 1.00		0.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59 1571		0	586 1873		0	90	40	13	196	46	680
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	59 1571		0	586 1873		0	90	40	13	196	46	680
PCE Adj:	1.00 1.00		0.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59 1571		0	586 1873		0	90	40	13	196	46	680
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00		1.00	2.00 3.00		1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600 4800		1600	3200 4800		1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.33		0.00	0.18 0.39		0.00	0.03	0.03	0.01	0.06	0.03	0.43
Crit Moves:	****			****			****					****

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	10	1115	289	543	1067	29	33	5	16	39	6	99
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1171	303	570	1120	30	33	5	16	39	6	99
Added Vol:	0	144	0	0	74	0	0	0	0	0	0	0
PasserByVol:	0	54	3	5	108	1	6	0	0	21	0	16
Initial Fut:	11	1369	306	575	1302	31	39	5	16	60	6	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1369	306	575	1302	31	39	5	16	60	6	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1369	306	575	1302	31	39	5	16	60	6	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1369	306	575	1302	31	39	5	16	60	6	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.82	0.18	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	1600	1600	2909	291	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.19	0.18	0.27	0.02	0.02	0.00	0.01	0.02	0.02	0.07
Crit Moves:		****		****			****					****

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #11 Jamboree Road (NS) at Santa Barbara Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 0 1 0 1			1 1 0 0 1		
Volume Module:												
Base Vol:	17	1176	128	157	1297	74	45	17	16	243	5	458
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1235	134	165	1362	78	45	17	16	243	5	458
Added Vol:	0	125	0	0	165	0	0	0	0	0	0	0
PasserByVol:	0	96	11	15	77	6	2	1	0	10	1	9
Initial Fut:	18	1456	145	180	1604	84	47	18	16	253	6	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1456	145	180	1604	84	47	18	16	253	6	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1456	145	180	1604	84	47	18	16	253	6	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1456	145	180	1604	84	47	18	16	253	6	467
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	1600	1600	3126	74	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.09	0.06	0.33	0.05	0.03	0.01	0.01	0.08	0.08	0.29
Crit Moves:		****			****			****				****

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	17	340	88	192	291	594	788	1557	19	76	921	102
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	17	340	88	202	306	624	827	1635	20	80	967	107
Added Vol:	0	0	0	38	17	20	15	65	0	0	203	129
PasserByVol:	0	1	1	6	1	116	52	84	1	1	49	1
Initial Fut:	17	341	89	246	324	760	894	1784	21	81	1219	237
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	341	89	246	324	0	894	1784	21	81	1219	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	341	89	246	324	0	894	1784	21	81	1219	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	341	89	246	324	0	894	1784	21	81	1219	237
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2538	662	1600	3200	1600	4800	6326	74	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.15	0.10	0.00	0.19	0.28	0.28	0.03	0.19	0.15
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	41	290	79	179	417	856	723	1589	60	132	1729	205
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	41	290	79	188	438	899	759	1668	63	139	1815	215
Added Vol:	0	16	0	128	0	37	32	211	0	0	139	77
PasserByVol:	1	1	4	8	3	78	94	62	0	5	120	10
Initial Fut:	42	307	83	324	441	1014	885	1941	63	144	2074	302
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	307	83	324	441	0	885	1941	63	144	2074	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	307	83	324	441	0	885	1941	63	144	2074	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	307	83	324	441	0	885	1941	63	144	2074	302
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	3.00	3.87	0.13	2.00	4.00	1.00
Final Sat.:	1600	2519	681	1600	3200	1600	4800	6199	201	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.20	0.14	0.00	0.18	0.31	0.31	0.04	0.32	0.19
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	48	4	13	10	7	64	49	512	292	115	265	7
Growth Adj:	1.00	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	4	13	10	7	64	49	512	292	115	265	7
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	29	0	2	0	1	0	0	75	4	2	10	0
Initial Fut:	77	4	15	10	8	64	49	590	296	117	280	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	4	15	10	8	64	49	590	296	117	280	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	4	15	10	8	64	49	590	296	117	280	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	4	15	10	8	64	49	590	296	117	280	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.21	0.79	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07
Final Sat.:	3200	337	1263	1600	1600	1600	1600	3200	1600	1600	4683	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.01	0.01	0.04	0.03	0.18	0.19	0.07	0.06	0.06
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #13 Santa Cruz Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	506	14	135	9	5	24	72	486	178	45	444	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	14	135	9	5	24	72	486	178	45	444	20
Added Vol:	0	0	0	0	0	0	0	8	0	0	10	0
PasserByVol:	11	0	1	1	0	0	0	29	18	2	73	0
Initial Fut:	517	14	136	10	5	24	72	523	196	47	527	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	14	136	10	5	24	72	523	196	47	527	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	14	136	10	5	24	72	523	196	47	527	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	14	136	10	5	24	72	523	196	47	527	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	2.18	0.82	1.00	2.89	0.11
Final Sat.:	3200	149	1451	1600	1600	1600	1600	3492	1308	1600	4624	176
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.01	0.00	0.02	0.05	0.15	0.15	0.03	0.11	0.11
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	32	16	75	81	12	39	27	265	207	447	457	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	75	81	12	39	27	265	207	447	457	101
Added Vol:	0	0	3	0	0	0	0	3	0	9	5	0
PasserByVol:	19	0	27	0	0	0	1	6	77	5	5	0
Initial Fut:	51	16	105	81	12	39	28	274	284	461	467	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	16	105	81	12	39	28	274	284	461	467	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	16	105	81	12	39	28	274	284	461	467	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	16	105	81	12	39	28	274	284	461	467	101
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.47	0.53
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	3200	3946	854
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.07	0.05	0.01	0.02	0.02	0.09	0.18	0.14	0.12	0.12
OvlAdjV/S:			0.00									
Crit Moves:	****			****					****	****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #14 Santa Rosa Drive (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	221	25	443	73	11	59	67	550	133	374	280	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:	221	25	443	73	11	59	67	550	133	374	280	79
Added Vol:	0	0	9	0	0	0	0	8	0	6	10	0
PasserByVol:	78	0	30	0	0	0	0	9	30	27	7	0
Initial Fut:	299	25	482	73	11	59	67	567	163	407	297	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:	299	25	482	73	11	59	67	567	163	407	297	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	25	482	73	11	59	67	567	163	407	297	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:	299	25	482	73	11	59	67	567	163	407	297	79
OvlAdjVol:			279									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.33	0.67	2.00	2.37	0.63
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3728	1072	3200	3791	1009
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.30	0.05	0.01	0.04	0.04	0.15	0.15	0.13	0.08	0.08
OvlAdjV/S:			0.17									
Crit Moves:	****					****		****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	19	0	69	315	1718	0	0	1051	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	19	0	69	331	1804	0	0	1104	179
Added Vol:	0	0	0	0	0	0	1	102	0	0	332	0
PasserByVol:	0	0	0	5	0	20	15	59	0	0	20	2
Initial Fut:	0	0	0	24	0	89	347	1965	0	0	1456	181
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	24	0	0	347	1965	0	0	1456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	0	347	1965	0	0	1456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	24	0	0	347	1965	0	0	1456	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.11	0.41	0.00	0.00	0.30	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #15 Newport Center Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	164	0	635	314	1268	0	0	1416	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	164	0	635	330	1331	0	0	1487	134
Added Vol:	0	0	0	0	0	1	0	339	0	0	215	0
PasserByVol:	0	0	0	6	0	44	21	38	0	0	74	10
Initial Fut:	0	0	0	170	0	680	351	1708	0	0	1776	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	170	0	0	351	1708	0	0	1776	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	0	351	1708	0	0	1776	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	170	0	0	351	1708	0	0	1776	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.11	0.36	0.00	0.00	0.37	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	98	128	135	57	69	50	140	1071	49	93	1101	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	98	128	135	57	69	50	147	1125	51	98	1156	173
Added Vol:	0	0	0	0	0	0	0	102	0	0	332	0
PasserByVol:	0	0	0	5	0	10	54	10	0	0	12	30
Initial Fut:	98	128	135	62	69	60	201	1237	51	98	1500	203
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	128	135	62	69	0	201	1237	51	98	1500	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	128	135	62	69	0	201	1237	51	98	1500	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	128	135	62	69	0	201	1237	51	98	1500	203
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.04	0.04	0.00	0.13	0.26	0.03	0.06	0.31	0.13
Crit Moves:			****		****		****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #16 Avocado Avenue (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	112	73	110	253	109	139	89	1199	71	100	1055	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	112	73	110	253	109	139	93	1259	75	105	1108	109
Added Vol:	0	0	0	0	0	0	0	339	0	0	215	0
PasserByVol:	0	0	0	33	0	69	30	12	1	0	12	13
Initial Fut:	112	73	110	286	109	208	123	1610	76	105	1335	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	73	110	286	109	0	123	1610	76	105	1335	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	73	110	286	109	0	123	1610	76	105	1335	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	73	110	286	109	0	123	1610	76	105	1335	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2317	883	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.12	0.12	0.00	0.08	0.34	0.05	0.07	0.28	0.08
Crit Moves:	****				****			****			****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			3 0 2 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	121	1226	22	792	1718	851	76	347	46	51	360	651
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1287	23	832	1804	894	76	347	46	51	360	651
Added Vol:	0	76	0	0	42	0	0	6	0	0	15	0
PasserByVol:	2	10	1	1	53	67	37	3	0	6	3	0
Initial Fut:	129	1373	24	833	1899	961	113	356	46	57	378	651
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	129	1373	24	833	1899	0	113	356	46	57	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1373	24	833	1899	0	113	356	46	57	378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	129	1373	24	833	1899	0	113	356	46	57	378	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4251	549	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.02	0.26	0.40	0.00	0.02	0.08	0.08	0.04	0.12	0.00
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #17 MacArthur Boulevard (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 3	0	1	3 0 2	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	35	1391	13	666	1547	366	647	313	117	31	292	399
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1461	14	699	1624	384	647	313	117	31	292	399
Added Vol:	0	64	0	0	77	0	0	17	0	0	15	0
PasserByVol:	2	57	6	1	35	38	92	3	0	3	3	0
Initial Fut:	39	1582	20	700	1736	422	739	333	117	34	310	399
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	1582	20	700	1736	0	739	333	117	34	310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1582	20	700	1736	0	739	333	117	34	310	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	1582	20	700	1736	0	739	333	117	34	310	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.22	0.78	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3552	1248	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.01	0.22	0.36	0.00	0.15	0.09	0.09	0.02	0.10	0.00
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			3 0 1 1 0			2 0 1 1 0		
Volume Module:												
Base Vol:	123	1123	147	3	809	637	192	79	38	190	261	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1179	154	3	849	669	192	79	38	190	261	6
Added Vol:	37	76	1	0	42	0	0	0	11	3	0	0
PasserByVol:	2	2	0	1	1	57	8	4	9	0	13	0
Initial Fut:	168	1257	155	4	892	726	200	83	58	193	274	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	1257	155	4	892	726	200	83	58	193	274	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1257	155	4	892	726	200	83	58	193	274	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	1257	155	4	892	726	200	83	58	193	274	6
OvlAdjVol:						655						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.18	0.82	2.00	1.96	0.04
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	1884	1316	3200	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.10	0.00	0.19	0.45	0.04	0.04	0.04	0.06	0.09	0.09
OvlAdjV/S:						0.41						
Crit Moves:	****					****		****			****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #18 MacArthur Boulevard (NS) at San Miguel Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	91	771	212	11	1107	451	668	331	126	225	173	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	810	223	12	1162	474	668	331	126	225	173	35
Added Vol:	22	64	5	0	77	0	0	0	37	6	0	0
PasserByVol:	6	2	0	1	1	32	63	25	12	0	22	0
Initial Fut:	124	876	228	13	1240	506	731	356	175	231	195	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:	124	876	228	13	1240	506	731	356	175	231	195	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	876	228	13	1240	506	731	356	175	231	195	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:	124	876	228	13	1240	506	731	356	175	231	195	35
OvlAdjVol:						240						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.34	0.66	2.00	1.70	0.30
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	2145	1055	3200	2713	487
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.14	0.00	0.26	0.32	0.15	0.17	0.17	0.07	0.07	0.07
OvlAdjV/S:						0.15						
Crit Moves:	****				****			****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	793	0	247	575	1000	0	0	1144	862
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	833	0	259	604	1050	0	0	1201	905
Added Vol:	0	0	0	49	0	7	4	98	0	0	325	110
PasserByVol:	0	0	0	9	0	0	1	14	0	0	39	2
Initial Fut:	0	0	0	891	0	266	609	1162	0	0	1565	1017
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	891	0	0	609	1162	0	0	1565	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	891	0	0	609	1162	0	0	1565	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	891	0	0	609	1162	0	0	1565	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.00	0.19	0.24	0.00	0.00	0.33	0.00
Crit Moves:				****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #19 MacArthur Boulevard (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	981	0	323	298	1277	0	0	1136	789
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	1030	0	339	313	1341	0	0	1193	828
Added Vol:	0	0	0	109	0	11	10	329	0	0	204	81
PasserByVol:	0	0	0	3	0	0	1	41	0	0	21	5
Initial Fut:	0	0	0	1142	0	350	324	1711	0	0	1418	914
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1142	0	0	324	1711	0	0	1418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1142	0	0	324	1711	0	0	1418	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1142	0	0	324	1711	0	0	1418	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.00	0.10	0.36	0.00	0.00	0.30	0.00
Crit Moves:				****			****				****	

APPENDIX D

Trip Generation –
Existing Project Site and Additional Sources

Table D-1

Existing Project Driveway Count Summary

RV/Boat Storage and Kayak Launch									
	Tuesday			Wednesday			Average[1]		
Period	In	Out	Total	In	Out	Total	In	Out	Total
Morning Peak Hour									
7:00 AM - 8:00 AM	1	0	1	0	0	0	1	0	1
7:15 AM - 8:15 AM	1	1	2	0	0	0	1	1	2
7:30 AM - 8:30 AM	1	1	2	1	0	1	1	1	2
7:45 AM - 8:45 AM	2	1	3	1	1	2	2	1	**3**
8:00 AM - 9:00 AM	1	1	2	2	1	3	2	1	**3**
Evening Peak Hour									
4:00 PM - 5:00 PM	2	4	6	3	5	8	3	5	**8**
4:15 PM - 5:15 PM	2	1	3	3	3	6	3	2	5
4:30 PM - 5:30 PM	3	2	5	2	3	5	3	3	6
4:45 PM - 5:45 PM	3	3	6	2	1	3	3	2	5
5:00 PM - 6:00 PM	3	2	5	0	0	0	2	1	3
Daily	38			39			39		

Other Uses									
	Tuesday			Wednesday			Average[1]		
Period	In	Out	Total	In	Out	Total	In	Out	Total
Morning Peak Hour									
7:00 AM - 8:00 AM	8	7	15	6	2	8	7	5	12
7:15 AM - 8:15 AM	8	7	15	7	3	10	8	5	**13**
7:30 AM - 8:30 AM	7	7	14	6	4	10	7	6	**13**
7:45 AM - 8:45 AM	6	4	10	3	7	10	5	6	11
8:00 AM - 9:00 AM	5	4	9	4	9	13	5	7	12
Evening Peak Hour									
4:00 PM - 5:00 PM	6	5	11	5	12	17	6	9	**15**
4:15 PM - 5:15 PM	5	5	10	5	13	18	5	9	14
4:30 PM - 5:30 PM	7	1	8	5	14	19	6	8	14
4:45 PM - 5:45 PM	7	1	8	9	11	20	8	6	14
5:00 PM - 6:00 PM	6	1	7	10	12	22	8	7	**15**
Daily	184			226			205		

[1] **8** = Peak Hour of Trip Generation

[2] The "other uses" 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. Only the RV/boat storage and kayak launch land uses would be displaced by the proposed project.

Table D-2

Back Bay Landing Project Driveway Count
Tuesday 11/13/12

Time	RV/Boat Storage and Kayak Launch			Other Uses		
	In	Out	Total	In	Out	Total
12:00 Midnight					1	1
1:00 AM						
2:00 AM						
3:00 AM						
4:00 AM						
5:00 AM					1	1
6:00 AM		1	1	1	1	2
Morning Peak Hour 7:00 AM				1	2	3
7:15 AM				2		2
7:30 AM				3	4	7
7:45 AM	1		1	2	1	3
8:00 AM		1	1	1	2	3
8:15 AM				1		1
8:30 AM	1		1	2	1	3
8:45 AM				1	1	2
9:00 AM		1	1	8	5	13
10:00 AM	1	3	4	8	9	17
11:00 AM				18	8	26
12:00 PM				3	5	8
1:00 PM	3	2	5	6	6	12
2:00 PM	2	3	5	9	15	24
3:00 PM	2	2	4	6	11	17
Evening Peak Hour 4:00 PM	1	3	4	2	1	3
4:15 PM	1		1	1	4	5
4:30 PM				1		1
4:45 PM		1	1	2		2
5:00 PM	1		1	1	1	2
5:15 PM	2	1	3	3		3
5:30 PM		1	1	1		1
5:45 PM				1		1
6:00 PM	1	1	2		1	1
7:00 PM		1	1	1	3	4
8:00 PM	1		1	5	4	9
9:00 PM				2	2	4
10:00 PM				1	2	3
11:00 PM						
Total	17	21	38	93	91	184

3 = underline indicates one RV or car with trailer entered/exited the site during this time period and has been counted as two passenger car equivalents.

Table D-3

Back Bay Landing Project Driveway Count
Wednesday 11/14/12

Time	RV/Boat Storage and Kayak Launch			Other Uses		
	In	Out	Total	In	Out	Total
12:00 Midnight						
1:00 AM						
2:00 AM						
3:00 AM						
4:00 AM						
5:00 AM					1	1
6:00 AM				3	3	6
Morning Peak Hour						
7:00 AM				1		1
7:15 AM				1	1	2
7:30 AM				3	1	4
7:45 AM				1		1
8:00 AM				2	1	3
8:15 AM	1		1		2	2
8:30 AM		1	1		4	4
8:45 AM	1		1	2	2	4
9:00 AM	2	3	5	8	7	15
10:00 AM	3		3	9	7	16
11:00 AM	1	3	4	9	5	14
12:00 PM	2	3	5	7	9	16
1:00 PM	2	4	6	15	11	26
2:00 PM				14	14	28
3:00 PM	2		2	7	10	17
Evening Peak Hour						
4:00 PM		2	2		3	3
4:15 PM	1		1	3	2	5
4:30 PM		2	2		4	4
4:45 PM	2	1	3	2	3	5
5:00 PM					4	4
5:15 PM				3	3	6
5:30 PM				4	1	5
5:45 PM				3	4	7
6:00 PM	1		1	2	2	4
7:00 PM				1		1
8:00 PM	1	1	2	4	4	8
9:00 PM				1	1	2
10:00 PM						
11:00 PM				1	11	12
Total	19	20	39	106	120	226

3 = underline indicates one RV or car with trailer entered/exited the site during this time period and has been counted as two passenger car equivalents.

TABLE D-1
TRIP GENERATION STUDY
Wednesday September 26, 2007
Dry Stack Boat Storage Facility, Newport Beach

Time Began	Trip Generation Study					
	Number of People			Number of Cars		
	In	Out	Total	In	Out	Total
7:00 AM	5	0	5	5	0	5
7:15 AM	0	0	0	0	0	0
7:30 AM	2	0	2	2	0	2
7:45 AM	0	1	1	0	1	1
8:00 AM	0	0	0	0	0	0
8:15 AM	0	1	1	0	1	1
8:30 AM	0	0	0	0	0	0
8:45 AM	2	0	2	2	0	2
4:00 PM	0	0	0	0	0	0
4:15 PM	2	1	3	1	1	2
4:30 PM	0	0	0	0	0	0
4:45 PM	0	1	1	0	1	1
5:00 PM	0	6	6	0	3	3
5:15 PM	0	0	0	0	0	0
5:30 PM	1	0	1	1	0	1
5:45 PM	0	5	5	0	5	5
Total	**12**	**15**	**27**	**11**	**12**	**23**

TABLE D-2
TRIP GENERATION STUDY
Thursday September 27, 2007
Dry Stack Boat Storage Facility, Newport Beach

Time Began	Trip Generation Study					
	Number of People			Number of Cars		
	In	Out	Total	In	Out	Total
7:00 AM	6	0	6	6	0	6
7:15 AM	0	0	0	0	0	0
7:30 AM	2	0	2	2	0	2
7:45 AM	0	0	0	0	0	0
8:00 AM	1	1	2	1	1	2
8:15 AM	0	1	1	0	1	1
8:30 AM	2	0	2	2	0	2
8:45 AM	0	0	0	0	0	0
4:00 PM	1	0	1	1	0	1
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	3	3	0	2	2
5:15 PM	0	1	1	0	1	1
5:30 PM	0	2	2	0	1	1
5:45 PM	0	5	5	0	5	5
Total	**12**	**13**	**25**	**12**	**11**	**23**

TABLE D-3
TRIP GENERATION STUDY
Friday September 28, 2007
Dry Stack Boat Storage Facility, Newport Beach

Time Began	Trip Generation Study					
	Number of People			Number of Cars		
	In	Out	Total	In	Out	Total
7:00 AM	5	0	5	5	0	5
7:15 AM	1	0	1	1	0	1
7:30 AM	0	0	0	0	0	0
7:45 AM	1	0	1	1	0	1
8:00 AM	5	1	6	3	1	4
8:15 AM	0	1	1	0	1	1
8:30 AM	1	1	2	1	1	2
8:45 AM	0	1	1	0	1	1
9:00 AM	0	1	1	0	1	1
9:15 AM	3	0	3	3	0	3
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	2	0	2	2	0	2
10:30 AM	0	2	2	0	2	2
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	1	0	1	1	0	1
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	1	1	2	1	1	2
12:15 PM	0	0	0	0	0	0
12:30 PM	1	1	2	1	1	2
12:45 PM	0	0	0	0	0	0

TABLE D-3 (CONTINUED)
TRIP GENERATION STUDY
Friday September 28, 2007
Dry Stack Boat Storage Facility, Newport Beach

Time Began	Trip Generation Study					
	Number of People			Number of Cars		
	In	Out	Total	In	Out	Total
1:00 PM	0	1	1	0	1	1
1:15 PM	1	0	1	1	0	1
1:30 PM	2	0	2	2	0	2
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	1	1	0	1	1
2:30 PM	1	2	3	1	2	3
2:45 PM	2	0	2	2	0	2
3:00 PM	0	2	2	0	2	2
3:15 PM	0	0	0	0	0	0
3:30 PM	1	2	3	1	2	3
3:45 PM	1	0	1	1	0	1
4:00 PM	1	2	3	1	1	2
4:15 PM	1	0	1	1	0	1
4:30 PM	1	0	1	1	0	1
4:45 PM	0	3	3	0	3	3
5:00 PM	0	1	1	0	1	1
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	5	5	0	5	5
Total	**32**	**28**	**60**	**30**	**27**	**57**

TABLE D-4
TRIP GENERATION STUDY SUMMARY
Dry Stack Boat Storage Facility, Newport Beach

Time Began	Trip Generation Study								
	Wed Sept 26th		Thur Sept 27th		Fri Sept 28th		Highest In and Out Value		
	In	Out	In	Out	In	Out	In	Out	Total
7:00 AM	5	0	6	0	5	0	6	0	6
7:15 AM	0	0	0	0	1	0	1	0	1
7:30 AM	2	0	2	0	0	0	2	0	2
7:45 AM	0	1	0	0	1	0	1	1	2
8:00 AM	0	0	1	1	3	1	3	1	4
8:15 AM	0	1	0	1	0	1	0	1	1
8:30 AM	0	0	2	0	1	1	2	1	3
8:45 AM	2	0	0	0	0	1	2	1	3
9:00 AM	--	--	--	--	0	1	0	1	1
9:15 AM	--	--	--	--	3	0	3	0	3
9:30 AM	--	--	--	--	0	0	0	0	0
9:45 AM	--	--	--	--	0	0	0	0	0
10.00 AM	--	--	--	--	0	0	0	0	0
10:15 AM	--	--	--	--	2	0	2	0	2
10:30 AM	--	--	--	--	0	2	0	2	2
10:45 AM	--	--	--	--	0	0	0	0	0
11:00 AM	--	--	--	--	0	0	0	0	0
11:15 AM	--	--	--	--	1	0	1	0	1
11:30 AM	--	--	--	--	0	0	0	0	0
11:45 AM	--	--	--	--	0	0	0	0	0
12:00 PM	--	--	--	--	1	1	1	1	2
12:15 PM	--	--	--	--	0	0	0	0	0
12:30 PM	--	--	--	--	1	1	1	1	2
12:45 PM	--	--	--	--	0	0	0	0	0

TABLE D-4 (CONTINUED)
TRIP GENERATION STUDY
Dry Stack Boat Storage Facility, Newport Beach

Time Began	Trip Generation Study								
	Wed Sept 26th		Thur Sept 27th		Fri Sept 28th		Highest In and Out Value		
	In	Out	In	Out	In	Out	In	Out	Total
1:00 PM	--	--	--	--	0	1	0	1	1
1:15 PM	--	--	--	--	1	0	1	0	1
1:30 PM	--	--	--	--	2	0	2	0	2
1:45 PM	--	--	--	--	0	0	0	0	0
2:00 PM	--	--	--	--	0	0	0	0	0
2:15 PM	--	--	--	--	0	1	0	1	1
2:30 PM	--	--	--	--	1	2	1	2	3
2:45 PM	--	--	--	--	2	0	2	0	2
3:00 PM	--	--	--	--	0	2	0	2	2
3:15 PM	--	--	--	--	0	0	0	0	0
3:30 PM	--	--	--	--	1	2	1	2	3
3:45 PM	--	--	--	--	1	0	1	0	1
4:00 PM	0	0	1	0	1	1	1	1	2
4:15 PM	1	1	0	0	1	0	1	1	2
4:30 PM	0	0	0	0	1	0	1	0	1
4:45 PM	0	1	0	0	0	3	0	3	3
5:00 PM	0	3	0	2	0	1	**0**	**3**	**3**
5:15 PM	0	0	0	1	0	0	**0**	**1**	**1**
5:30 PM	1	0	0	1	0	0	**1**	**1**	**2**
5:45 PM	0	5	0	5	0	5	**0**	**5**	**5**
Total	**11**	**12**	**12**	**11**	**30**	**27**	**37**	**33**	**70**

Notes:

Trip generation study based on a facility with a total of 230 dry stack spaces.

Daily = $\frac{70 \text{ trips}}{230 \text{ spaces}}$ = 0.304 (1.10) ⇒ Daily = 0.334 $\frac{\text{daily trips}}{\text{dry stack space}}$

AM = $\frac{11 \text{ trips}}{230 \text{ spaces}}$ = 0.048 $\frac{\text{trips}}{\text{dry stack space}}$ (0.031 In / 0.017 Out)

PM = $\frac{11 \text{ trips}}{230 \text{ spaces}}$ = 0.048 $\frac{\text{trips}}{\text{dry stack space}}$ (0.004 In / 0.044 Out)

APPENDIX E

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 %
954	OLQA CHURCH EXPANSION	0 %
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 %
961	NEWPORT BEACH CITY HALL &	0 %
962	328 OLD NEWPORT MEDICAL O	0 %
963	COASTLINE COMMUNITY COLLE	0 %
964	BAYVIEW MEDICAL OFFICE -	0 %
965	MARINER'S POINTE 23,015 S	0 %
966	4221 DOLPHIN STRIKER - 13	0 %

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

#14

Int. Number	Int. Name
5060	SANTA CRUZ DR / SAN JOAQUIN HILLS RD BIG CANYON DR W

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	31	1	79	12	29		2		1			75	4	2	10	
PM	12	1	47	74	11		1	1				29	18	2	73	

#13

Int. Number	Int. Name
5065	SANTA ROSA DR / SAN JOAQUIN HILLS RD BIG CANYON DR E

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	47		84	10	19		27				1	6	77	5	5	
PM	108		39	34	78		30					9	30	27	7	

#17

Int. Number	Int. Name
5070	SAN JOAQUIN HILLS RD / MACARTHUR BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	13	121	40	10	2	10	1	1	53	67	37	3		6	3	
PM	65	75	95	7	2	57	6	1	35	38	92	3		3	3	

#18

Int. Number	Int. Name
7135	MACARTHUR BLVD / SAN MIGUEL DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	3	58	21	13	2	2		1	1	57	8	4	9		13	
PM	8	34	99	22	6	2		1	1	32	63	25	12		22	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

#10

Int. Number: 5045 Int. Name: JAMBOREE RD / SAN JOAQUIN HILLS RD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	79	186		51		75	4	45	141					10		41
PM	109	162	5	116	1	101	8	46	116		1	4		8		108

#12

Int. Number: 5055 Int. Name: JAMBOREE RD / COAST HWY E

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	2	123	136	50		1	1	6	1	116	52	84	1	1	49	1
PM	6	89	156	135	1	1	4	8	3	78	94	62		5	120	10

#11

Int. Number: 5310 Int. Name: JAMBOREE RD / SANTA BARBARA DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	57	113	6	36		54	3	5	108	1	6			21		16
PM	107	98	3	20		96	11	15	77	6	2	1		10	1	9

#15

Int. Number: 5330 Int. Name: NEWPORT CENTER DR / COAST HWY E

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		25	74	22				5		20	15	59			20	2
PM		50	59	84				6		44	21	38			74	10

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

#19

Int. Number	Int. Name
5335	MACARTHUR BLVD / COAST HWY E

	1 Hr Peak Totals							1 Hr Peak								
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		10	15	42				9	1		1	14			39	2
PM		3	42	26				3			1	41			21	5

#9

Int. Number	Int. Name
5440	COAST HWY E / BAYSIDE DR

	1 Hr Peak Totals							1 Hr Peak								
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	2	62	130	64	1		1	44		18	35	95			64	
PM	3	100	111	127	3			71		29	26	83	2		127	

#16

Int. Number	Int. Name
6085	COAST HWY E / AVOCADO AVE

	1 Hr Peak Totals							1 Hr Peak								
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		15	64	42				5		10	54	10			12	30
PM		102	42	25				33		69	30	12	1		12	13

#1

Int. Number	Int. Name
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		61	35	47				26		35		31	4		46	2
PM		61	98	62				41		19		90	7		51	11

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

#2

Int. Number	Int. Name
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		1	128	94				1				128			94	
PM		2	142	156				2				142			155	1

#3

Int. Number	Int. Name
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			133	94								133			94	
PM			143	157								143			157	

#4

Int. Number	Int. Name
3385	IRVINE AVE / 19TH ST DOVER 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	1	2		4	1	1		2	1						1	2
PM	2	5		3	1	1		3	2						1	2

#7

Int. Number	Int. Name
3260	16TH ST / DOVER DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	3	4	2	7	1	2	1	1	2				2	1	2	4
PM	17	14	2	4	1	14	2	4	10			1	2		1	4

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

#5

Int. Number	Int. Name
3275	IRVINE AVE / 17TH ST WESTCLIFF 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	1	4	6	6	1	1		1		3	1	4	1		6	
PM		6	26	11				2		4	7	19			10	1

#6

Int. Number	Int. Name
3290	DOVER DR / WESTCLIFF 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	5	2	2		1	4			2				2			
PM	8	5	8		3	5			5				8			

#8

Int. Number	Int. Name
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		28	129	95				19		9	9	120			86	9
PM		29	150	176				13		16	27	123			150	26

APPENDIX F

Regional Traffic Annual Growth Rate

CITY OF NEWPORT BEACH

REGIONAL TRAFFIC ANNUAL GROWTH RATE

COAST HIGHWAY	
East city limit to MacArthur Boulevard	1%
MacArthur Boulevard to Jamboree Road	1%
Jamboree Road to Newport Boulevard	1%
Newport Boulevard to west city limit	1%
IRVINE AVENUE	
All	1%
JAMBOREE ROAD	
Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to Bison	1%
Bison to Bristol	1%
Bristol to Campus	1%
MACARTHUR BOULEVARD	
Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to north city limit	1%
NEWPORT BOULEVARD	
Coast Highway to north city limit	1%

Street segments not listed are assumed to have 0% regional growth.

APPENDIX G

TPO One-Percent Analysis
Calculation Worksheets

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 1: NEWPORT BOULEVARD & WEST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	734	37	61	832	8	7
Eastbound	2243	112	31	2386	24	7
Westbound	1222	61	48	1331	13	10

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 1: NEWPORT BOULEVARD & WEST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	1054	53	60	1167	12	9
Eastbound	1535	77	90	1702	17	8
Westbound	2278	114	62	2454	25	19

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 2: RIVERSIDE AVENUE & WEST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	7	0	0	7	0	0
Southbound	501	0	1	502	5	0
Eastbound	2261	113	128	2502	25	21
Westbound	1167	58	94	1319	13	16

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 2: RIVERSIDE AVENUE & WEST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	30	0	0	30	0	0
Southbound	570	0	2	572	6	0
Eastbound	1697	85	142	1924	19	24
Westbound	2358	118	156	2632	26	28

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 3: TUSTIN AVENUE & WEST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	52	0	0	52	1	0
Eastbound	1920	96	133	2149	21	21
Westbound	1234	62	94	1390	14	16

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 3: TUSTIN AVENUE & WEST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	3	0	0	3	0	0
Southbound	78	0	0	78	1	0
Eastbound	1541	77	143	1761	18	24
Westbound	2276	114	157	2547	25	28

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 4: IRVINE AVENUE & 19TH STREET/DOVER DRIVE

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	832	42	2	876	9	2
Southbound	888	44	3	935	9	6
Eastbound	247	0	0	247	2	0
Westbound	353	0	3	356	4	2

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 4: IRVINE AVENUE & 19TH STREET/DOVER DRIVE

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	796	40	2	838	8	4
Southbound	1413	71	5	1489	15	6
Eastbound	220	0	0	220	2	0
Westbound	446	0	3	449	4	4

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 5: IRVINE AVENUE & 17TH STREET/WESTCLIFF DRIVE

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	817	41	2	860	9	0
Southbound	748	37	4	789	8	3
Eastbound	888	0	6	894	9	7
Westbound	490	0	6	496	5	7

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 5: IRVINE AVENUE & 17TH STREET/WESTCLIFF DRIVE

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	817	41	0	858	9	0
Southbound	1277	64	6	1347	13	3
Eastbound	938	0	26	964	10	7
Westbound	722	0	11	733	7	13

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 6: DOVER DRIVE & WESTCLIFF DRIVE

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	773	0	5	778	8	10
Southbound	583	0	2	585	6	7
Eastbound	576	0	2	578	6	11
Westbound	0	0	0	0	0	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 6: DOVER DRIVE & WESTCLIFF DRIVE

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1093	0	8	1101	11	22
Southbound	472	0	5	477	5	7
Eastbound	624	0	8	632	6	11
Westbound	0	0	0	0	0	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 7: DOVER DRIVE & 16TH STREET

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	848	0	4	852	9	12
Southbound	997	0	3	1000	10	17
Eastbound	259	0	2	261	3	3
Westbound	113	0	7	120	1	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 7: DOVER DRIVE & 16TH STREET

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1198	0	17	1215	12	26
Southbound	918	0	14	932	9	17
Eastbound	210	0	3	213	2	3
Westbound	116	0	5	121	1	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 8: DOVER DRIVE & WEST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	111	0	0	111	1	0
Southbound	1130	0	28	1158	12	24
Eastbound	1990	100	129	2219	22	21
Westbound	1906	95	95	2096	21	30

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 8: DOVER DRIVE & WEST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	98	0	0	98	1	0
Southbound	1025	0	29	1054	11	24
Eastbound	1618	81	150	1849	18	24
Westbound	3272	164	176	3612	36	59

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 9: BAYSIDE DRIVE & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	421	0	2	423	4	7
Southbound	71	0	62	133	1	55
Eastbound	2751	138	130	3019	30	46
Westbound	1528	76	64	1668	17	19

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 9: BAYSIDE DRIVE & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	447	0	3	450	5	7
Southbound	77	0	100	177	2	95
Eastbound	2418	121	111	2650	27	48
Westbound	2943	147	127	3217	32	28

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 10: JAMBOREE ROAD & SAN JOAQUIN HILLS ROAD

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1276	64	79	1419	14	13
Southbound	2426	121	186	2733	27	8
Eastbound	395	0	0	395	4	0
Westbound	148	0	51	199	2	4

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 10: JAMBOREE ROAD & SAN JOAQUIN HILLS ROAD

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1475	74	110	1659	17	17
Southbound	2203	110	162	2475	25	13
Eastbound	138	0	5	143	1	0
Westbound	796	0	116	912	9	4

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 11: JAMBOREE ROAD & SANTA BARBARA DRIVE

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1414	71	57	1542	15	13
Southbound	1639	82	114	1835	18	12
Eastbound	54	0	6	60	1	0
Westbound	144	0	37	181	2	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 11: JAMBOREE ROAD & SANTA BARBARA DRIVE

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1321	66	107	1494	15	16
Southbound	1528	76	98	1702	17	17
Eastbound	78	0	3	81	1	0
Westbound	706	0	20	726	7	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 12: JAMBOREE ROAD & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	445	0	2	447	4	0
Southbound	1077	54	123	1254	13	12
Eastbound	2364	118	137	2619	26	22
Westbound	1099	55	51	1205	12	8

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 12: JAMBOREE ROAD & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	410	0	6	416	4	0
Southbound	1452	73	89	1614	16	17
Eastbound	2372	119	156	2647	26	27
Westbound	2066	103	135	2304	23	12

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 13: SANTA CRUZ DRIVE & SAN JOAQUIN HILLS ROAD

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	65	0	31	96	1	0
Southbound	81	0	1	82	1	0
Eastbound	853	0	79	932	9	3
Westbound	387	0	12	399	4	4

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 13: SANTA CRUZ DRIVE & SAN JOAQUIN HILLS ROAD

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	655	0	12	667	7	0
Southbound	38	0	1	39	0	0
Eastbound	736	0	47	783	8	5
Westbound	509	0	75	584	6	4

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 14: SANTA ROSA DRIVE & SAN JOAQUIN HILLS ROAD

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	123	0	46	169	2	0
Southbound	132	0	0	132	1	0
Eastbound	499	0	84	583	6	3
Westbound	1005	0	10	1015	10	4

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 14: SANTA ROSA DRIVE & SAN JOAQUIN HILLS ROAD

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	689	0	108	797	8	0
Southbound	143	0	0	143	1	0
Eastbound	750	0	39	789	8	5
Westbound	733	0	34	767	8	4

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 15: NEWPORT CENTER DRIVE & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	88	0	25	113	1	0
Eastbound	2033	102	74	2209	22	9
Westbound	1221	61	22	1304	13	8

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 15: NEWPORT CENTER DRIVE & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	799	0	50	849	8	1
Eastbound	1582	79	59	1720	17	11
Westbound	1544	77	84	1705	17	11

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 16: AVOCADO AVENUE & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	361	0	0	361	4	0
Southbound	176	0	15	191	2	0
Eastbound	1260	63	64	1387	14	8
Westbound	1359	68	42	1469	15	8

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 16: AVOCADO AVENUE & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	295	0	0	295	3	0
Southbound	501	0	102	603	6	0
Eastbound	1359	68	43	1470	15	11
Westbound	1259	63	25	1347	13	11

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 17: MACARTHUR BOULEVARD & SAN JOAQUIN HILLS ROAD

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1369	68	13	1450	15	4
Southbound	3361	168	121	3650	37	4
Eastbound	469	0	40	509	5	3
Westbound	1062	0	9	1071	11	4

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 17: MACARTHUR BOULEVARD & SAN JOAQUIN HILLS ROAD

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1439	72	65	1576	16	5
Southbound	2579	129	74	2782	28	5
Eastbound	1077	0	95	1172	12	5
Westbound	722	0	6	728	7	4

X	Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.
	Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 18: MACARTHUR BOULEVARD & SAN MIGUEL DRIVE

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1393	70	4	1467	15	4
Southbound	1449	72	59	1580	16	4
Eastbound	309	0	21	330	3	0
Westbound	457	0	13	470	5	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 18: MACARTHUR BOULEVARD & SAN MIGUEL DRIVE

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1074	54	8	1136	11	5
Southbound	1569	78	34	1681	17	5
Eastbound	1125	0	100	1225	12	0
Westbound	433	0	22	455	5	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 19: MACARTHUR BOULEVARD & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 AM Traffic Count Worksheets

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	1040	52	9	1101	11	4
Eastbound	1575	79	15	1669	17	9
Westbound	2006	100	41	2147	21	4

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION 19: MACARTHUR BOULEVARD & EAST COAST HIGHWAY

Existing Traffic Volumes Based on Year 2011-2012 PM Traffic Count Worksheets

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	1304	65	3	1372	14	5
Eastbound	1575	79	42	1696	17	11
Westbound	1925	96	26	2047	20	6

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: BACK BAY LANDING **DATE:** 2/8/2013

APPENDIX H

Cumulative Project Data

Table H-1

Cumulative Project Traffic Generation[1]

Project	Peak Hour						Daily
	Morning			Evening			
	Inbound	Outbound	Total	Inbound	Outbound	Total	
Balboa Marina Expansion	34	7	41	107	70	177	2,038
Mariner's Medical Arts	22	6	28	11	31	42	442
Banning Ranch	251	655	906	866	564	1,430	14,989
Sunset Ridge Park	1	1	2	29	13	42	165
Marina Park	15	0	15	7	19	26	352
Koll-Conexant	-348	338	-10	316	-221	94	2,764
Newport Coast - TAZ 1	75	243	318	238	159	397	3,926
Newport Coast - TAZ 2	91	326	417	326	183	509	5,107
Newport Coast - TAZ 3	51	178	229	178	102	280	2,792
Newport Coast - TAZ 4	56	186	242	184	113	297	2,953
Total	248	1,940	2,188	2,262	1,033	3,295	35,528

[1] Negative trips were not assigned to traffic analysis.

Cumulative Project List - November 2011

Projects of significant size to have a potential cumulative impact

Note: Highlighted projects do not result in an increase in traffic generation; however, may have other cumulative impacts to consider (i.e. construction, noise, air quality).

Newport Beach Country Club	1600 East Coast Highway	• 5 res. d.u • 27 hotel units with a 2,048 g.s.f. concierge and guest center • 3,523 g.s.f. tennis club with a 6,718 g.s.f. spa • 51,213 g.s.f. golf club with accessory facilities • 7 tennis courts and a swimming pool.
Mariner's Medical Arts	1901 Westcliff Dr.	12,245 g.s.f. medical office addition
Banning Ranch	4520 W. Coast Hwy	1,375 d.u., 75,000 g.s.f. commercial retail, 75-room accommodations, parks, and open space.
Sunset Ridge Park	4850 W. Coast Hwy	13.67 ac. active park
Marina Park	1700 Balboa Blvd	10.45 ac. public marina, beach, park with recreational facilities as follows: • Balboa Center Complex: 26,990 g.s.f. • Visiting Vessel Marina: 23 Slips • Marina Services Building (laundry, offices, etc.): 1,328 g.s.f. • Girl Scout House: 5,500 g.s.f. • Parking 153 spaces
Conexant	4311 Jamboree Rd	**New**: • 1,244 residential d.u • 11,500 g.s.f. commercial **Existing (to be demolished)**: • 167,000 g.s.f. office • 269,000 g.s.f. industrial
Koll	4343 Von Karman Ave	**New**: • 260 residential d.u. • 3,400 g.s.f. commercial
AERIE	201 Carnation Ave	**New**:6-unit condominium with subterranean parking (25,500 c.y. grading) **Existing**; 14 apartment d.u.
Newport Coast		**See David Keely in Public Works for update.**

Mariner's Medical Arts
1901 Westcliff Drive

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th		TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13
	ITE-8th									
	ITE-8th									
	ITE-8th									

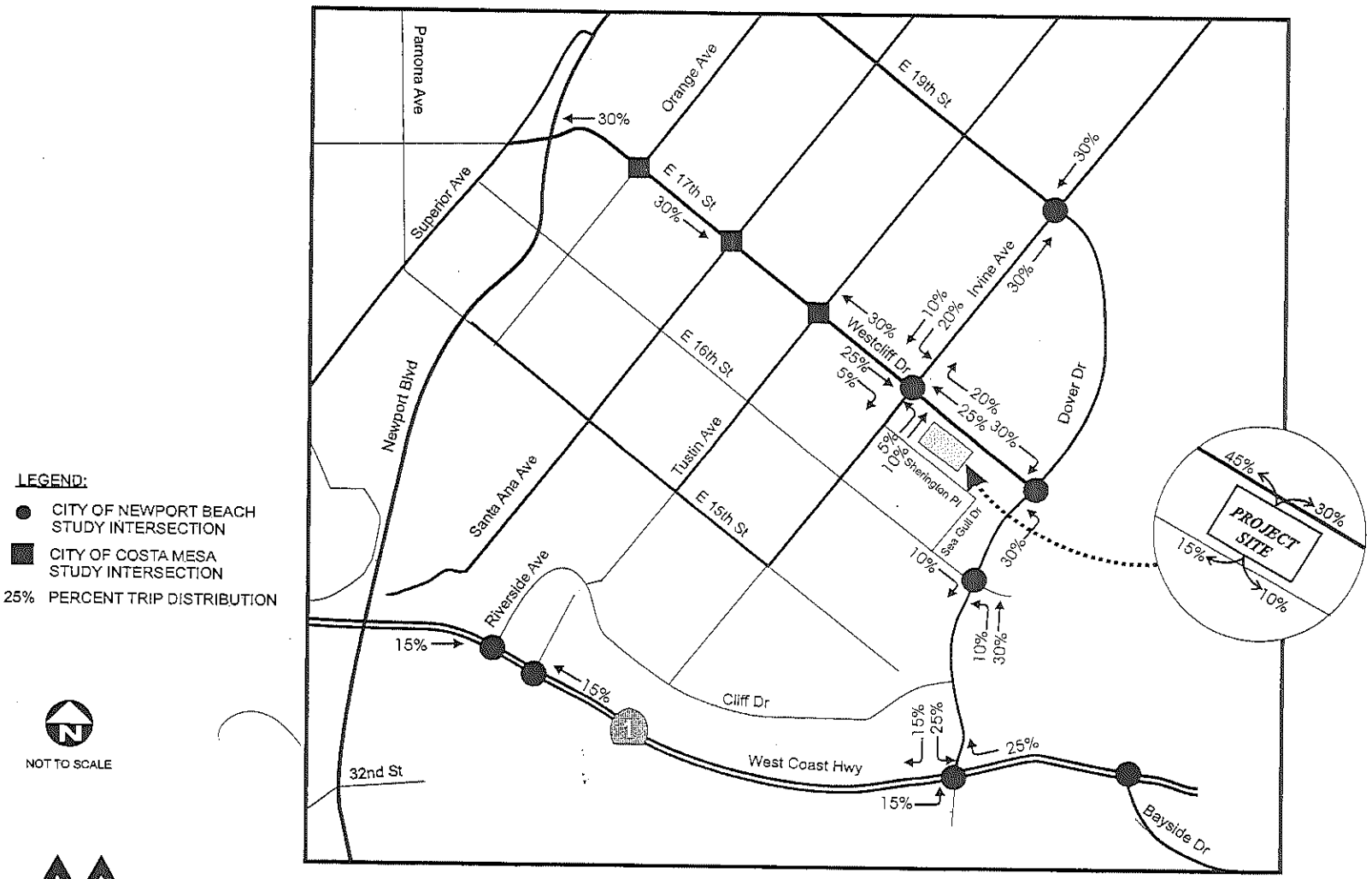
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total						0			0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th	12.245	TSF	22	6	28	11	31	42	442
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total				22	6	28	11	31	42	442

Net Increase				**22**	**6**	**28**	**11**	**31**	**42**	**442**



Meyer, Mohaddes Associates, Inc.
An Iteris Company

NEWPORT BEACH
1901 WESTCLIFF DRIVE TRAFFIC PHASING ORDINANCE

FIGURE 6
Project Trip Distribution Percentages

J00-013\gra\MAP_ISXN3/2/00

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 Capture [4]				**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: $Ln(T) = 0.67\ Ln(X) + 3.37$

[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

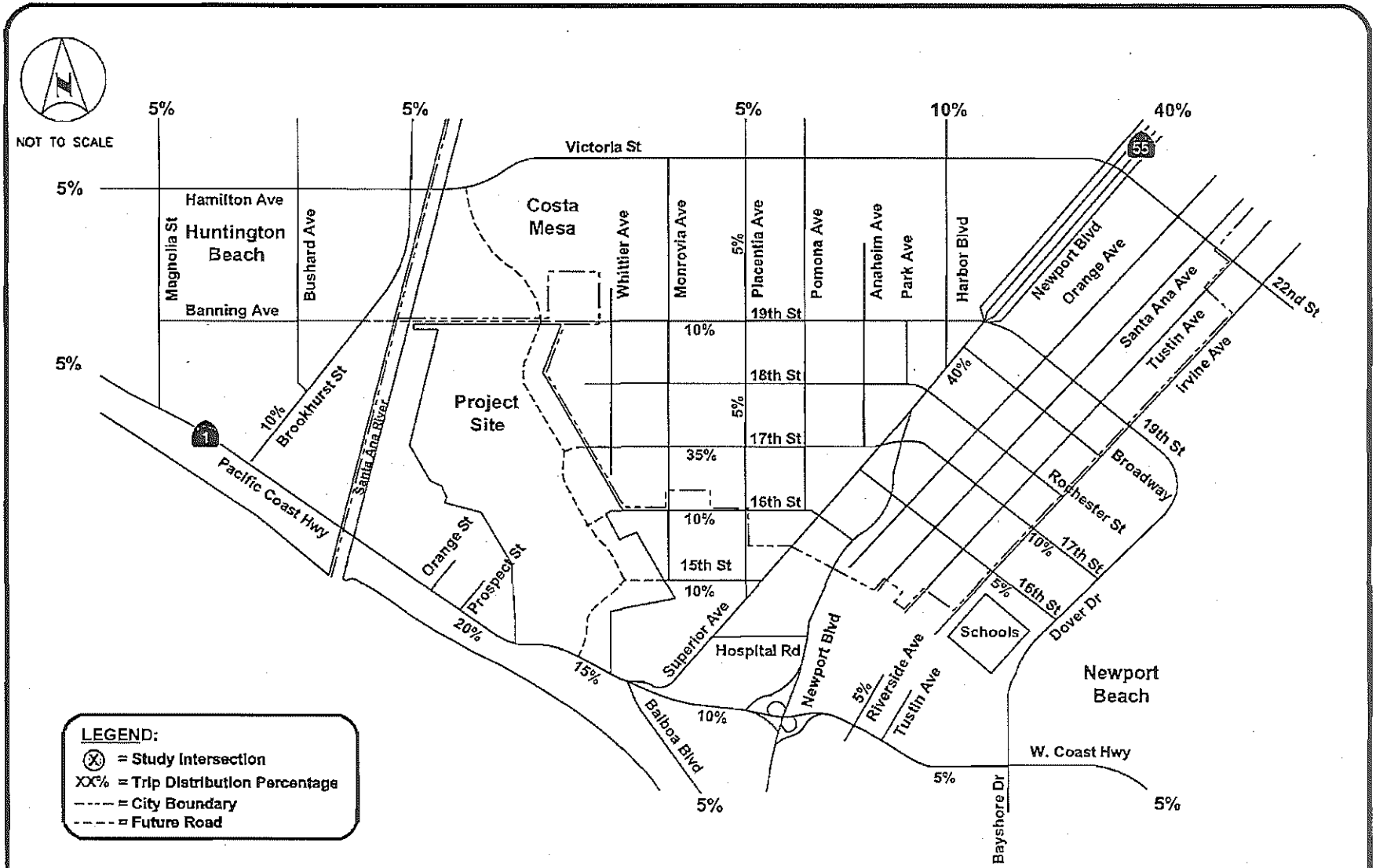


FIGURE 9
PROJECT TRIP DISTRIBUTION

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Kimley-Horn and Associates, Inc.

SUNSET RIDGE PARK.

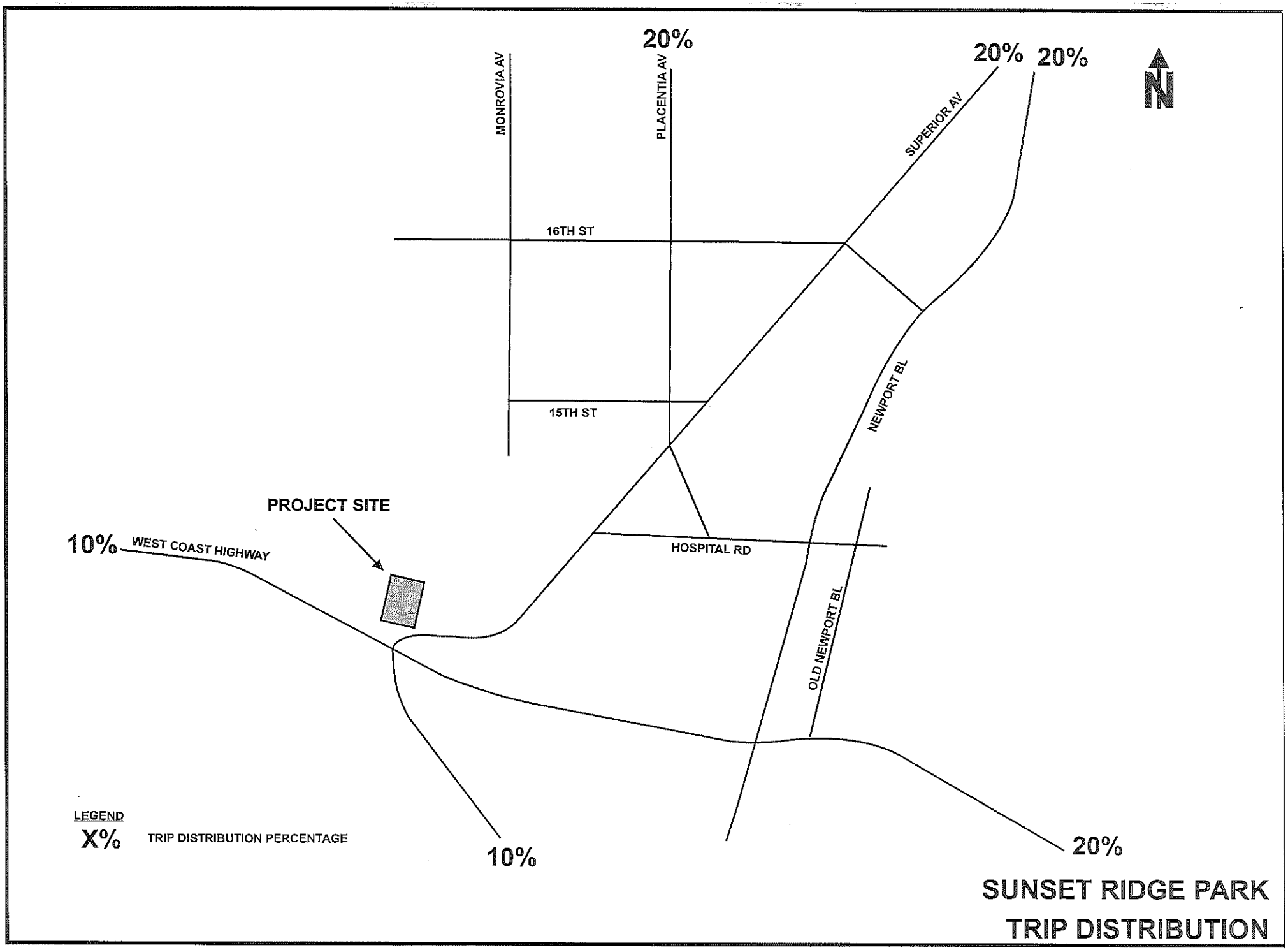
Table 5
Project Trip Generation
Sunset Ridge Park

Land Use	ITE Code	Unit	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
City Park	411	Acre	1.59	*	*	*	*	*	*
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67

Land Use	Quantity	Trip Generation Estimates						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
City Park	13.67 Acres	22	N/A	N/A	N/A	N/A	N/A	N/A
Soccer Complex	2 Fields	143	1	1	2	29	13	42
TOTAL		**165**	**1**	**1**	**2**	**29**	**13**	**42**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

* No peak hour trip generation rates given for this land use.


20%
20%
20%
MONROVIA AV
PLACENTIA AV
SUPERIOR AV
16TH ST
15TH ST
NEWPORT BL
PROJECT SITE
10%
WEST COAST HIGHWAY
HOSPITAL RD
OLD NEWPORT BL
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
20%
SUNSET RIDGE PARK
TRIP DISTRIBUTION

MARINA PARK.

Table 1

TRIP GENERATION SUMMARY

LAND USE	UNITS	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	ADT
TRIP RATES								
Park[1]	Acre	.28	.20	.48	.38	.92	1.30	15.70
Recreational Community Center (ITE 495)[2]	TSF	.99	.63	1.62	.48	1.16	1.64	22.88
Marina (ITE 420)	Berth	.03	.05	.08	.11	.08	.19	2.96
TRIP GENERATION								
Proposed Project								
Park	4.89 Acres	1	1	2	2	4	6	77
Community Ctr/Sailing Ctr/Cafe	21.3 TSF	21	13	34	10	25	35	487
Visitor Marina	23 Berths	1	1	2	3	2	5	68
Sub-Total		23	15	38	15	31	46	632
Existing Use								
Mobile Home Park	57 DU	-5	-13	-18	-7	-7	-14	-194
Park	1.2 Acres	0	0	0	0	-1	-1	-19
Community Ctr	2.9 TSF	-3	-2	-5	-1	-4	-5	-67
NET NEW TRIPS		**15**	**0**	**15**	**7**	**19**	**26**	**352**

Notes:

[1] Park AM and PM trip rates from ITE City Park (411) rate/acre, ADT rate averaged from City (411) and Beach (415) Park ADT rate/acre.

[2] ITE Recreational Community Center (495) trip rates applied to Community Center, Sailing Center, and Café.

The Girl Scout House will be relocated on-site and results in no net change in project trips.

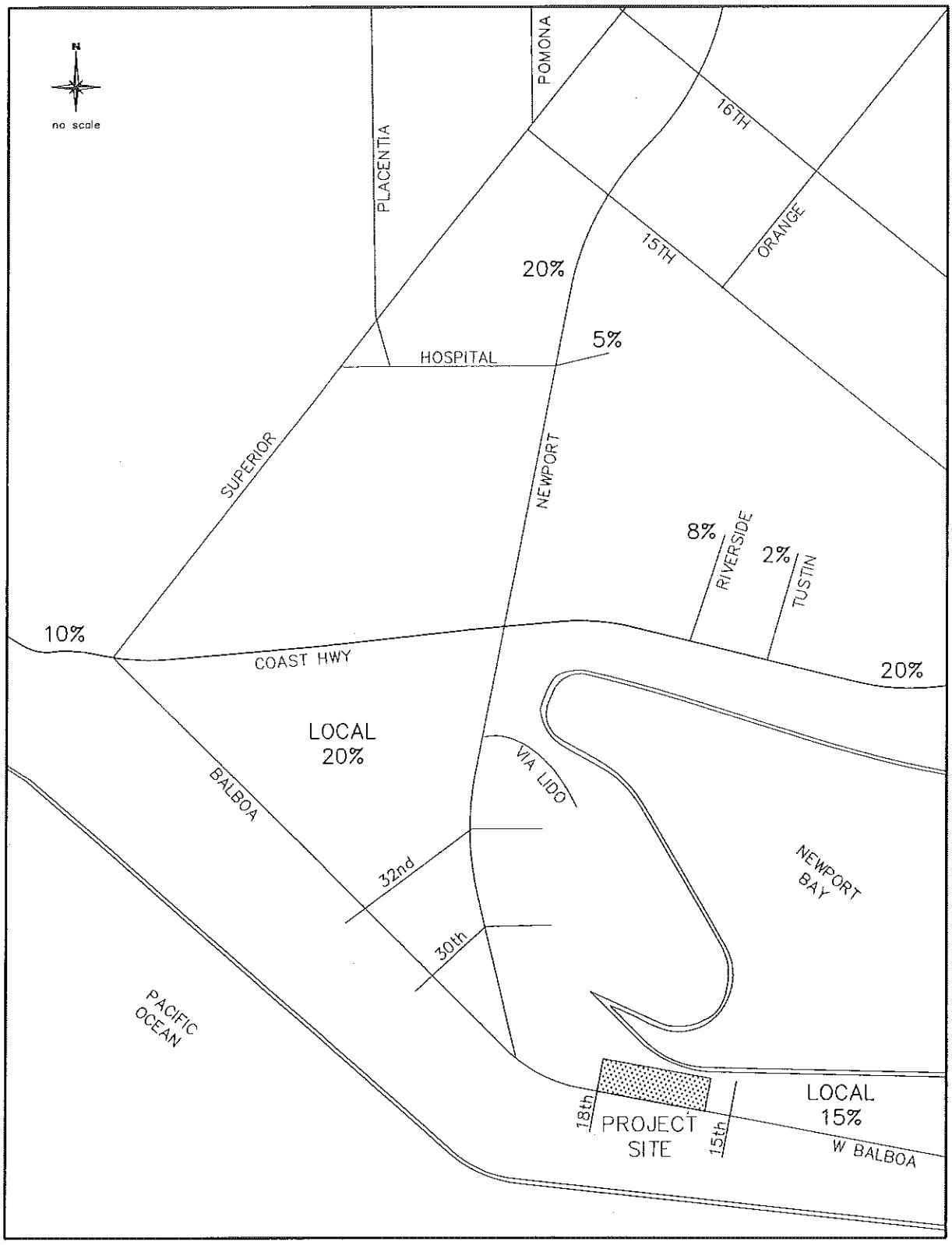


Figure 3

GENERAL PROJECT DISTRIBUTION

Koll-Conexant
4311 Jamboree Road

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
General Light Industrial	ITE-8th		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Apartments	ITE-8th		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65

Existing Use

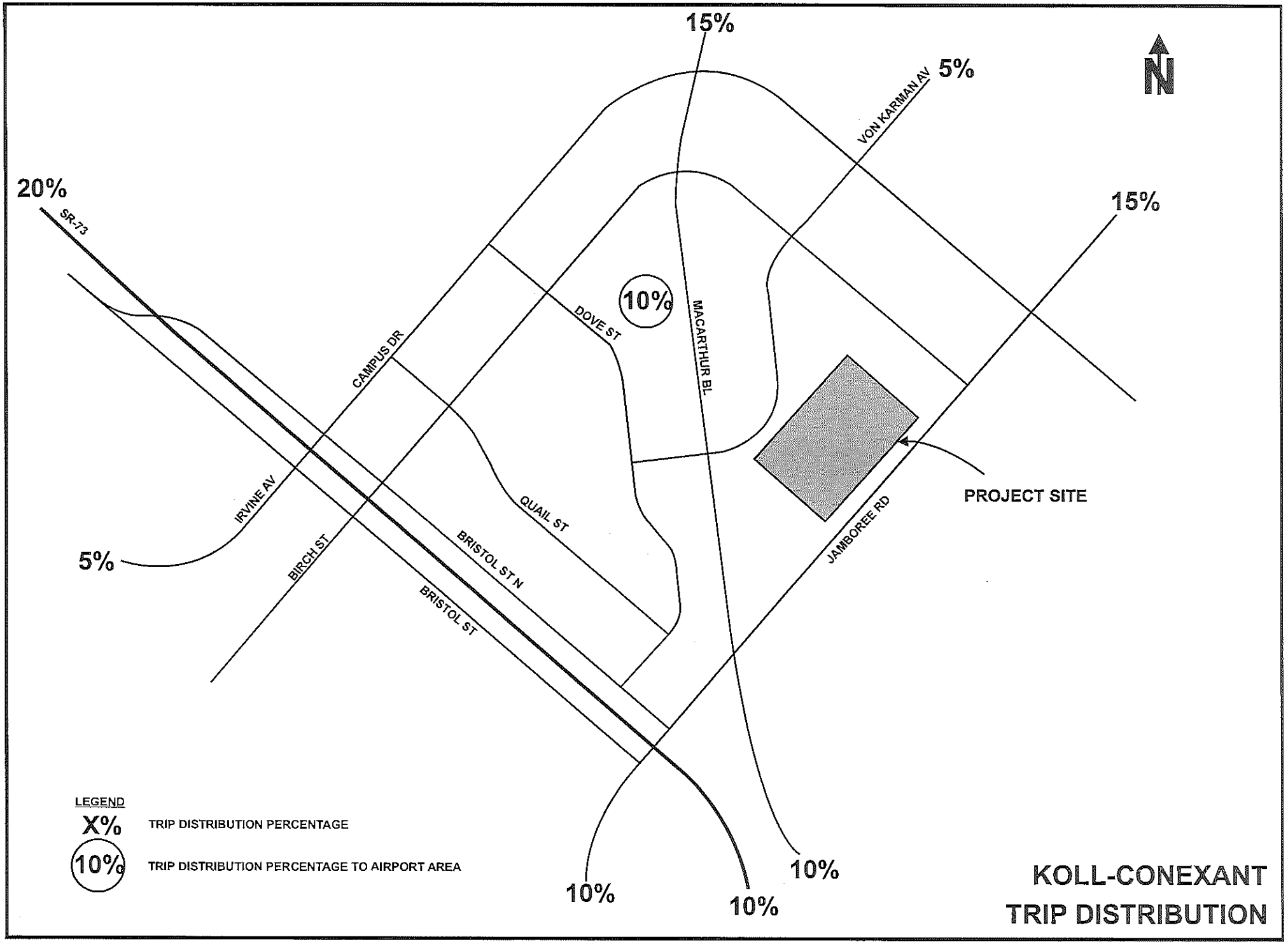
Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	167	TSF	227	32	259	42	207	249	1839
Industrial	ITE-8th	269	TSF	218	30	247	32	229	261	1875
	ITE-8th									
	ITE-8th									
Total				445	61	506	74	436	510	3714

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Apartment	ITE-8th	974	DU	97	399	497	390	214	604	6477
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				97	399	497	390	214	604	6477

Net Increase				**-348**	**338**	**-10**	**316**	**-221**	**94**	**2764**

Note: Do not assign negative trips to the circulation system


15%
5%
VON KARMAN AV
20%
SR-73
15%
10%
DOVE ST
MACARTHUR BL
CAMPUS DR
IRVINE AV
QUAIL ST
PROJECT SITE
BIRCH ST
BRISTOL ST N
JAMBOREE RD
5%
BRISTOL ST
10%
10%
10%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
TRIP DISTRIBUTION PERCENTAGE TO AIRPORT AREA
KOLL-CONEXANT
TRIP DISTRIBUTION

NEWPORT COAST

TABLE 12-1

TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Condominium/Townhouse	DU	0.17	0.49	0.47	0.36	8.10
Multi Family Dwelling	DU	0.90	0.42	0.43	0.20	6.47
Single Family Detached Residential	DU	0.20	0.70	0.70	0.40	11.00
State Park (gross acres)	AC	0.21	0.90	0.29	0.31	19.15

0.09

verify trip gen

[1] Source: City of Newport Beach Trip Generation Rates

[2] DU = Dwelling Units
AC = Acres

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TABLE 12-2

PROJECT TRIP GENERATION

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS[1]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
1	1A	Condominium/Townhouse	121	DU	21	59	57	44	980
	1B	Single Family Detached Residential	36	DU	7	25	25	14	396
	1C	Condominium/Townhouse	888	DU	151	435	417	320	7,193
	2A	Single Family Detached Residential	206	DU	41	144	144	82	2,266
	13C	Multi Family Dwelling	116	DU	104	49	50	23	751
	13D	Multi Family Dwelling	116	DU	104	49	50	23	751
	13E	Multi Family Dwelling	116	DU	104	49	50	23	751
TOTAL FOR TAZ 1					532	810	793	529	13,088
2	3A	Single Family Detached Residential	347	DU	69	243	243	139	3,817
	3B	Single Family Detached Residential	450	DU	90	315	315	180	4,950
	4B	Single Family Detached Residential	587	DU	117	411	411	235	6,457
	13A	Multi Family Dwelling	117	DU	105	49	50	23	757
	13B	Multi Family Dwelling	117	DU	105	49	50	23	757
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	17	State Park (gross acres)	2,807	AC	589	2,526	814	870	53,754
TOTAL FOR TAZ 2					1,080	3,611	1,901	1,480	70,778
3	2B	Single Family Detached Residential	62	DU	12	43	43	25	682
	4A	Single Family Detached Residential	784	DU	157	549	549	314	8,624
TOTAL FOR TAZ 3					169	592	592	339	9,306
4	2C	Single Family Detached Residential	307	DU	61	215	215	123	3,377
	5	Single Family Detached Residential	300	DU	60	210	210	120	3,300
	6	Single Family Detached Residential	75	DU	15	53	53	30	825
	8	Condominium/Townhouse	289	DU	49	142	136	104	2,341
TOTAL FOR TAZ 4					185	620	614	377	9,843
TOTAL FOR ALL ZONES					1,966	5,633	3,900	2,725	103,015

[1] DU = Dwelling Units
AC = Acres

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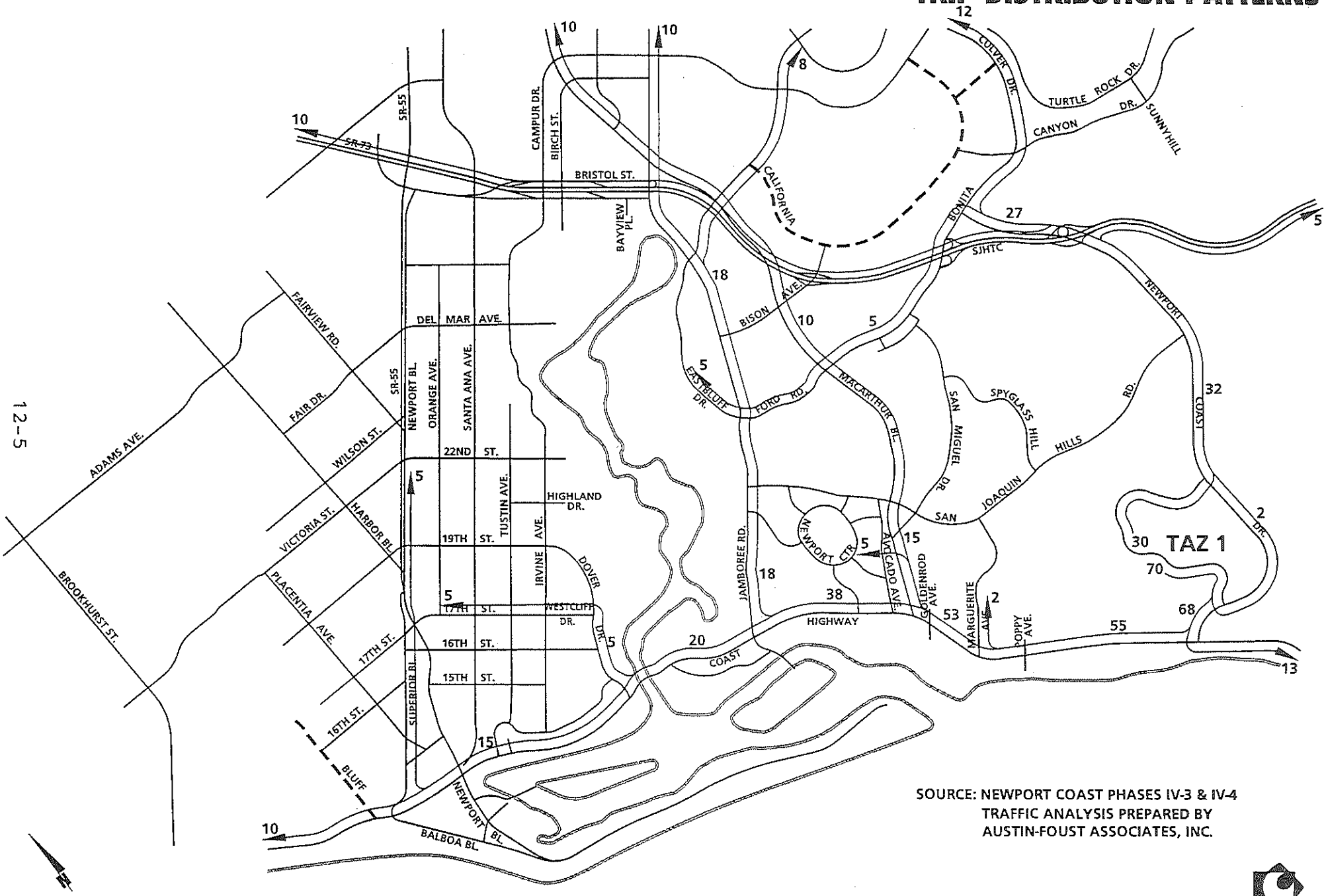
- 70% OF DU'S ARE BUILT. ONLY 30% IS CUMULATIVE PROJECT THE

- ASSUME STATE PARK IS EXISTING.

Exhibit 2A

NEWPORT COAST TRAFFIC ANALYSIS ZONE 1
TRIP DISTRIBUTION PATTERNS

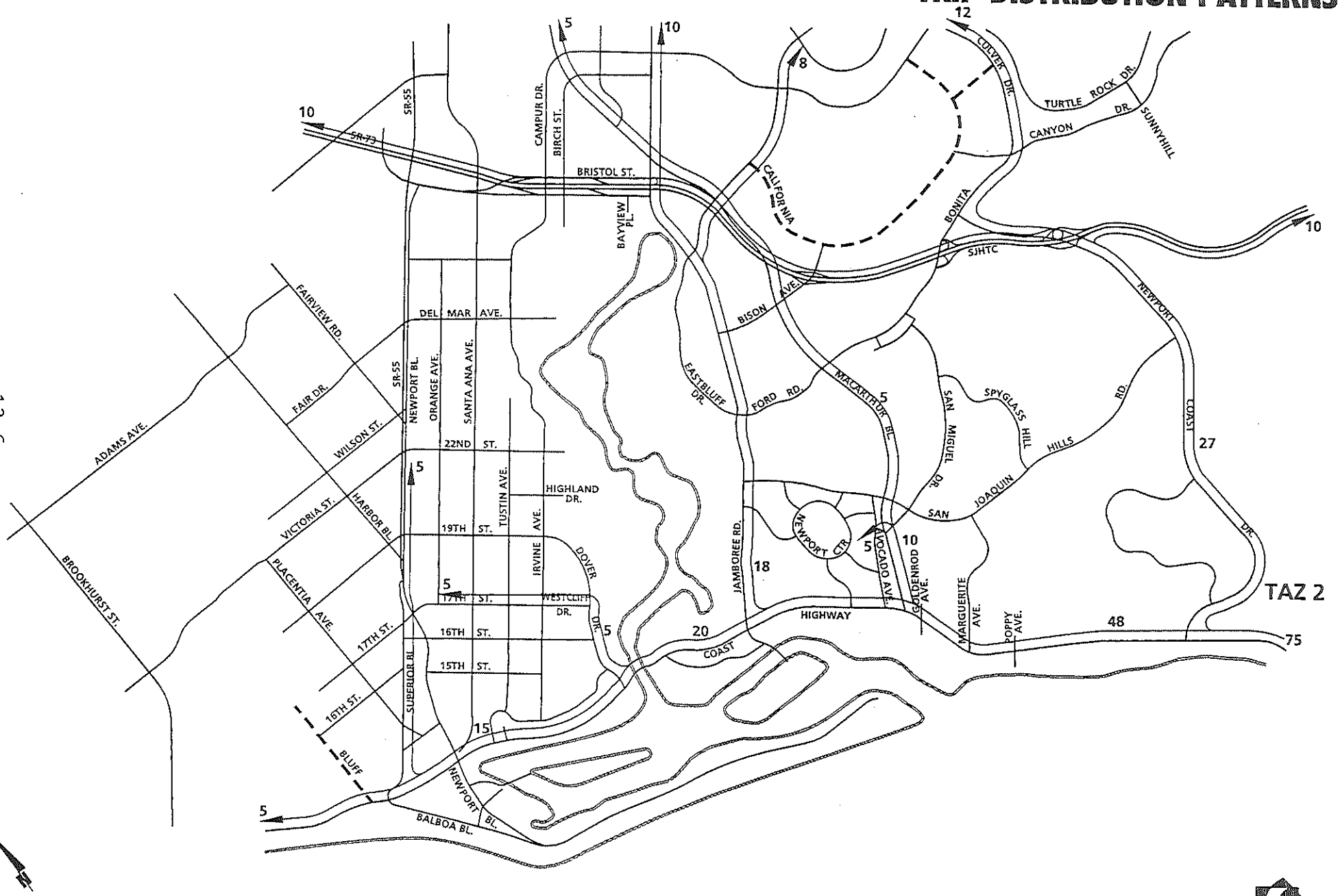


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4
TRAFFIC ANALYSIS PREPARED BY
AUSTIN-FOUST ASSOCIATES, INC.

URBAN CROSSROADS

EXHIBI 12-B

NEWPORT COAST TRAFFIC ANALYSIS ZONE 2
TRIP DISTRIBUTION PATTERNS

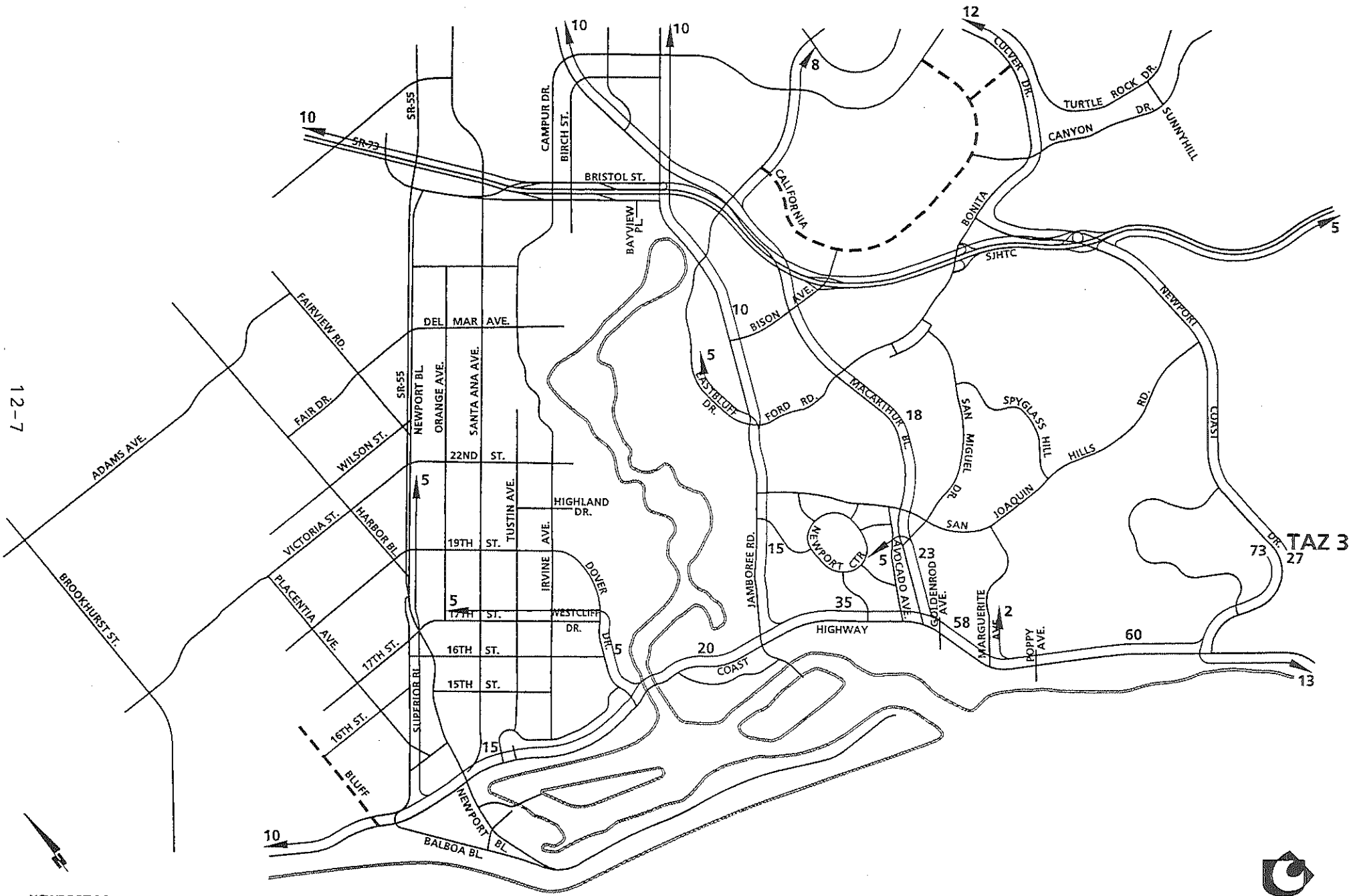


NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:17

URBAN CROSSROADS

EXHIBIT 12.C

NEWPORT COAST TRAFFIC ANALYSIS ZONE 3
TRIP DISTRIBUTION PATTERNS

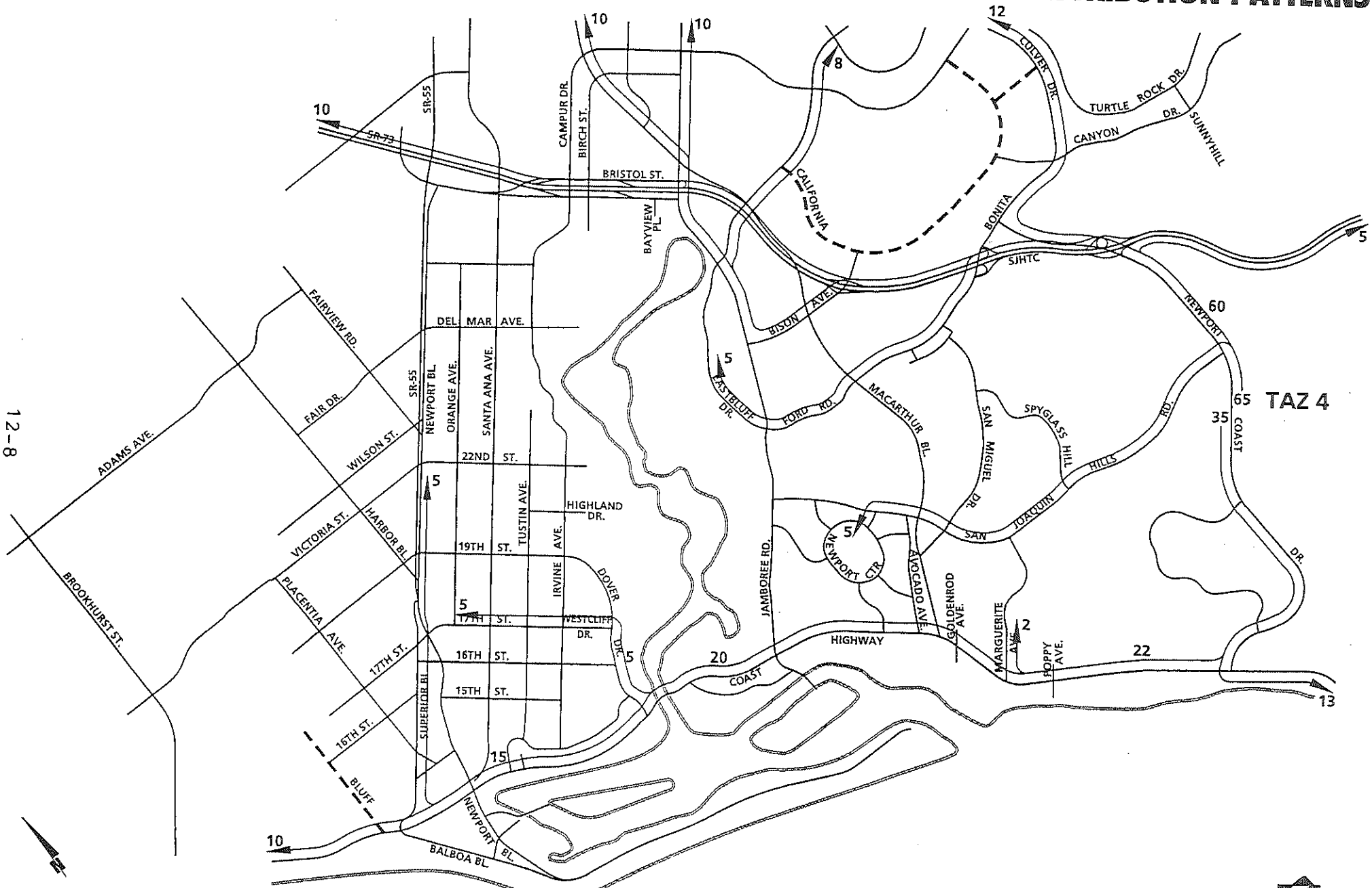


NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:11

URBAN CROSSROADS

EXHIBIT 12-C

NEWPORT COAST TRAFFIC ANALYSIS ZONE 4
TRIP DISTRIBUTION PATTERNS



NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:12

URBAN CROSSROADS

APPENDIX I

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is

added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing (Year 2012)

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	13.3
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.00	1.00	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	419	0	315	0	2069	174	0	874	348
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	419	0	315	0	2069	0	0	874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	419	0	315	0	2069	0	0	874	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	419	0	315	0	2069	0	0	874	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	0.20	0.00	0.57	0.00	0.00	0.17	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.77	0.00	0.77	0.00	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	0.0	43.1	0.0	8.9	0.0	0.0	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.0	0.0	43.1	0.0	8.9	0.0	0.0	3.9	0.0
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	11	0	21	0	0	3	0

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

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.00	1.00	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	595	0	459	0	1387	148	0	1763	515
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	595	0	459	0	1387	0	0	1763	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	595	0	459	0	1387	0	0	1763	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	595	0	459	0	1387	0	0	1763	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	0.17	0.00	0.28	0.00	0.38	0.00	0.00	0.34	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.43	0.00	0.43	0.00	0.57	0.00	0.00	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.67	0.00	0.67	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	20.1	0.0	25.6	0.0	15.5	0.0	0.0	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.1	0.0	25.6	0.0	15.5	0.0	0.0	14.0	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	12	0	16	0	0	13	0

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

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	10.8
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	1	86	3	412	349	1900	12	8	1095	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	1	86	3	412	349	1900	12	8	1095	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	3	1	86	3	412	349	1900	12	8	1095	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.77	0.77	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	774	774	258	1414	49	1615	1805	3584	23	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.26	0.19	0.53	0.53	0.00	0.21	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.53	0.43	0.89	0.89	0.01	0.47	0.47
Volume/Cap:	0.04	0.04	0.04	0.60	0.60	0.48	0.45	0.60	0.60	0.60	0.45	0.08
Delay/Veh:	40.5	40.5	40.5	49.3	49.3	15.2	20.6	1.6	1.6	105.6	18.0	14.7
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:	40.5	40.5	40.5	49.3	49.3	15.2	20.6	1.6	1.6	105.6	18.0	14.7
LOS by Move:	D	D	D	D	D	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	8	8	8	8	1	8	1

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

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	15.5
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	3	13	114	3	453	270	1410	17	42	2263	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:	14	3	13	114	3	453	270	1410	17	42	2263	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	114	3	453	270	1410	17	42	2263	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:	14	3	13	114	3	453	270	1410	17	42	2263	53
Saturation Flow Module:												
Sat/Lane:	1900	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:	0.47	0.10	0.43	0.97	0.03	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	768	165	714	1368	36	1615	1805	3560	43	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.28	0.15	0.40	0.40	0.02	0.44	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.39	0.21	0.77	0.77	0.05	0.61	0.61
Volume/Cap:	0.10	0.10	0.10	0.46	0.46	0.72	0.72	0.51	0.51	0.51	0.72	0.05
Delay/Veh:	34.2	34.2	34.2	37.7	37.7	29.7	43.3	4.5	4.5	52.1	14.4	7.9
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:	34.2	34.2	34.2	37.7	37.7	29.7	43.3	4.5	4.5	52.1	14.4	7.9
LOS by Move:	C	C	C	D	D	C	D	A	A	D	B	A
HCM2kAvgQ:	1	1	1	4	4	13	9	9	9	2	18	1

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

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1	0 1	1 0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	24	25	1895	0	0	1206	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	24	25	1895	0	0	1206	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	28	0	24	25	1895	0	0	1206	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	1.00	0.85	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	0	1900	871	0	747	1805	3610	0	0	5054	117
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.52	0.00	0.00	0.24	0.24
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.04	0.00	0.04	0.66	0.96	0.00	0.00	0.30	0.30
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.80	0.02	0.55	0.00	0.00	0.80	0.80
Delay/Veh:	0.0	0.0	0.0	95.1	0.0	95.1	5.9	0.4	0.0	0.0	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	95.1	0.0	95.1	5.9	0.4	0.0	0.0	35.1	35.1
LOS by Move:	A	A	A	F	A	F	A	A	A	A	D	D
HCM2kAvgQ:	0	0	0	3	0	3	0	4	0	0	15	15

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

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	3.6
Optimal Cycle:	100	Level Of Service:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	3	50	0	28	68	1471	2	0	2240	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:	0	0	3	50	0	28	68	1471	2	0	2240	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:	0	0	3	50	0	28	68	1471	2	0	2240	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	3	50	0	28	68	1471	2	0	2240	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:	0	0	3	50	0	28	68	1471	2	0	2240	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.83	1.00	0.83	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.00	1.00	0.64	0.00	0.36	1.00	1.99	0.01	0.00	2.95	0.05
Final Sat.:	0	0	1644	1005	0	563	1805	3605	5	0	5095	82
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.41	0.41	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.09	0.09	0.00	0.09	0.07	0.91	0.91	0.00	0.83	0.83
Volume/Cap:	0.00	0.00	0.02	0.53	0.00	0.53	0.53	0.45	0.45	0.00	0.53	0.53
Delay/Veh:	0.0	0.0	41.1	46.7	0.0	46.7	48.8	0.9	0.9	0.0	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	41.1	46.7	0.0	46.7	48.8	0.9	0.9	0.0	2.6	2.6
LOS by Move:	A	A	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	3	4	4	0	8	8

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

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	18.4
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	45	42	904	44	182	144	1825	21	17	1205	684
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:	24	45	42	904	44	182	144	1825	21	17	1205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	904	44	182	144	1825	21	17	1205	0
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:	24	45	42	904	44	182	144	1825	21	17	1205	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	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1805	1733	1617	5253	1900	1615	3502	5118	59	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.17	0.02	0.11	0.04	0.36	0.36	0.01	0.23	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.05	0.05	0.31	0.31	0.31	0.10	0.63	0.63	0.02	0.55	0.00
Volume/Cap:	0.29	0.56	0.56	0.56	0.08	0.37	0.42	0.56	0.56	0.56	0.42	0.00
Delay/Veh:	48.0	51.5	51.5	29.6	24.8	27.7	43.3	10.7	10.7	71.2	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:	48.0	51.5	51.5	29.6	24.8	27.7	43.3	10.7	10.7	71.2	13.2	0.0
LOS by Move:	D	D	D	C	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	2	2	8	1	5	3	12	12	1	8	0

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

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	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	32	50	840	49	136	119	1477	22	48	2054	1170
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	32	50	840	49	136	119	1477	22	48	2054	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	840	49	136	119	1477	22	48	2054	0
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	32	50	840	49	136	119	1477	22	48	2054	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	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	1641	1641	5253	1900	1615	3502	5101	76	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.16	0.03	0.08	0.03	0.29	0.29	0.03	0.40	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.05	0.05	0.05	0.26	0.26	0.26	0.05	0.63	0.63	0.06	0.64	0.00
Volume/Cap:	0.18	0.40	0.62	0.62	0.10	0.33	0.62	0.46	0.46	0.46	0.62	0.00
Delay/Veh:	46.6	47.4	55.4	33.7	28.4	30.5	52.4	9.5	9.5	48.7	11.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	47.4	55.4	33.7	28.4	30.5	52.4	9.5	9.5	48.7	11.2	0.0
LOS by Move:	D	D	E	C	C	C	D	A	A	D	B	A
HCM2kAvgQ:	1	2	3	9	1	4	3	9	9	2	14	0

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

Back Bay Landing
Existing (Year 2012)
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Split Phase			Split Phase			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1		1 0	3 1	0	
Volume Module:														
Base Vol:	383	13	25	30	5	36	30	2421	300		37	1476	15	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	383	13	25	30	5	36	30	2421	300		37	1476	15	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	383	13	25	30	5	36	30	2421	300		37	1476	15	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	383	13	25	30	5	36	30	2421	300		37	1476	15	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	383	13	25	30	5	36	30	2421	300		37	1476	15	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95	0.95	0.87	0.87	0.95	0.91	0.85		0.95	0.91	0.91	
Lanes:	2.77	0.08	0.15	1.00	0.12	0.88	1.00	3.00	1.00		1.00	3.96	0.04	
Final Sat.:	4847	138	265	1805	201	1448	1805	5187	1615		1805	6840	70	
Capacity Analysis Module:														
Vol/Sat:	0.08	0.09	0.09	0.02	0.02	0.02	0.02	0.47	0.19		0.02	0.22	0.22	
Crit Moves:		****			****			****			****			
Green/Cycle:	0.16	0.16	0.16	0.04	0.04	0.04	0.06	0.77	0.77		0.03	0.75	0.75	
Volume/Cap:	0.51	0.61	0.61	0.41	0.61	0.61	0.29	0.61	0.24		0.61	0.29	0.29	
Delay/Veh:	39.3	40.9	40.9	50.4	61.9	61.9	46.7	5.2	3.4		63.9	4.1	4.1	
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:	39.3	40.9	40.9	50.4	61.9	61.9	46.7	5.2	3.4		63.9	4.1	4.1	
LOS by Move:	D	D	D	D	E	E	D	A	A		E	A	A	
HCM2kAvgQ:	5	6	6	1	2	2	1	12	3		2	4	4	

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

Back Bay Landing
Existing (Year 2012)
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.89	0.89	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	2.80	0.04	0.16	1.00	0.30	0.70	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4870	81	293	1805	503	1195	1805	5187	1615	1805	6854	55
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.01	0.03	0.03	0.03	0.37	0.29	0.03	0.42	0.42
Crit Moves:		****				****	****				****	
Green/Cycle:	0.17	0.17	0.17	0.06	0.06	0.06	0.05	0.71	0.71	0.06	0.73	0.73
Volume/Cap:	0.49	0.58	0.58	0.23	0.58	0.58	0.58	0.51	0.41	0.51	0.58	0.58
Delay/Veh:	37.9	39.1	39.1	46.4	54.6	54.6	55.8	6.7	6.1	49.5	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	39.1	39.1	46.4	54.6	54.6	55.8	6.7	6.1	49.5	6.7	6.7
LOS by Move:	D	D	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	5	6	6	1	3	3	2	10	6	2	12	12

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

Existing + Growth (Year 2017) + Approved Projects
+ Cumulative Projects

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	16.1
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	440	0	331	0	2172	183	0	918	365
Added Vol:	0	0	0	3	0	0	0	112	0	0	167	6
PasserByVol:	0	0	0	26	0	35	0	31	4	0	46	2
Initial Fut:	0	0	0	469	0	366	0	2315	187	0	1131	373
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	366	0	2315	0	0	1131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	0	366	0	2315	0	0	1131	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	366	0	2315	0	0	1131	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	0.13	0.00	0.23	0.00	0.64	0.00	0.00	0.22	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.87	0.00	0.87	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	0.0	52.5	0.0	12.8	0.0	0.0	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.0	0.0	52.5	0.0	12.8	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	14	0	30	0	0	4	0

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	625	0	482	0	1456	155	0	1851	541
Added Vol:	0	0	0	11	0	6	0	212	0	0	186	11
PasserByVol:	0	0	0	41	0	19	0	90	7	0	51	11
Initial Fut:	0	0	0	677	0	507	0	1758	162	0	2088	563
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	677	0	507	0	1758	0	0	2088	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	677	0	507	0	1758	0	0	2088	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	677	0	507	0	1758	0	0	2088	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	0.19	0.00	0.31	0.00	0.49	0.00	0.00	0.40	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.80	0.00	0.80	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	34.2	0.0	17.2	0.0	0.0	13.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	34.2	0.0	17.2	0.0	0.0	13.4	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	16	0	23	0	0	16	0

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	3	1	86	3	412	366	1995	13	8	1150	67
Added Vol:	0	0	0	2	0	14	33	87	0	0	159	0
PasserByVol:	0	0	0	1	0	0	0	128	0	0	94	0
Initial Fut:	3	3	1	89	3	426	399	2210	13	8	1403	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:	3	3	1	89	3	426	399	2210	13	8	1403	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	89	3	426	399	2210	13	8	1403	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:	3	3	1	89	3	426	399	2210	13	8	1403	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.77	0.77	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	774	774	258	1412	48	1615	1805	3586	20	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.26	0.22	0.62	0.62	0.00	0.27	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.09	0.09	0.09	0.09	0.09	0.50	0.41	0.90	0.90	0.01	0.50	0.50
Volume/Cap:	0.04	0.04	0.04	0.68	0.68	0.53	0.54	0.68	0.68	0.68	0.54	0.08
Delay/Veh:	41.5	41.5	41.5	57.6	57.6	17.6	23.3	1.9	1.9	146.6	17.4	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	41.5	57.6	57.6	17.6	23.3	1.9	1.9	146.6	17.4	13.1
LOS by Move:	D	D	D	E	E	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	9	10	10	10	1	11	1

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	3	13	114	3	453	284	1481	18	44	2376	56
Added Vol:	0	0	0	5	0	44	30	208	0	0	160	4
PasserByVol:	0	0	0	2	0	0	0	142	0	0	155	1
Initial Fut:	14	3	13	121	3	497	314	1831	18	44	2691	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	13	121	3	497	314	1831	18	44	2691	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	121	3	497	314	1831	18	44	2691	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	3	13	121	3	497	314	1831	18	44	2691	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.73	0.73	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.47	0.10	0.43	0.98	0.02	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	767	164	712	1359	34	1615	1805	3572	35	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.31	0.17	0.51	0.51	0.02	0.52	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.37	0.21	0.80	0.80	0.04	0.63	0.63
Volume/Cap:	0.11	0.11	0.11	0.55	0.55	0.83	0.83	0.64	0.64	0.64	0.83	0.06
Delay/Veh:	35.9	35.9	35.9	41.4	41.4	37.7	51.6	4.6	4.6	66.1	16.3	7.2
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:	35.9	35.9	35.9	41.4	41.4	37.7	51.6	4.6	4.6	66.1	16.3	7.2
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	4	4	16	12	13	13	2	25	1

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 20.5
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:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 1			0 0 1! 0 0			1 0 1 1 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	28	0	24	26	1990	0	0	1266	29
Added Vol:	0	0	0	0	0	0	0	89	0	0	159	0
PasserByVol:	0	0	0	0	0	0	0	133	0	0	94	0
Initial Fut:	0	0	0	28	0	24	26	2212	0	0	1519	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:	0	0	0	28	0	24	26	2212	0	0	1519	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	26	2212	0	0	1519	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:	0	0	0	28	0	24	26	2212	0	0	1519	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	1.00	0.85	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	1900	871	0	747	1805	3610	0	0	5073	98
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.61	0.00	0.00	0.30	0.30
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.00	0.03	0.65	0.97	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.95	0.02	0.63	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	149.2	0.0	149.2	6.3	0.5	0.0	0.0	44.9	44.9
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:	0.0	0.0	0.0	149.2	0.0	149.2	6.3	0.5	0.0	0.0	44.9	44.9
LOS by Move:	A	A	A	F	A	F	A	A	A	A	D	D
HCM2kAvgQ:	0	0	0	4	0	4	0	5	0	0	22	22

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	3.5
Optimal Cycle:	100	Level Of Service:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	3	50	0	28	68	1471	2	0	2240	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	3	50	0	28	71	1545	2	0	2352	38
Added Vol:	0	0	0	0	0	0	0	213	0	0	163	0
PasserByVol:	0	0	0	0	0	0	0	143	0	0	157	0
Initial Fut:	0	0	3	50	0	28	71	1901	2	0	2672	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:	0	0	3	50	0	28	71	1901	2	0	2672	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	3	50	0	28	71	1901	2	0	2672	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:	0	0	3	50	0	28	71	1901	2	0	2672	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.83	1.00	0.83	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.00	1.00	0.64	0.00	0.36	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	0	0	1644	1005	0	563	1805	3606	4	0	5104	72
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.53	0.53	0.00	0.52	0.52
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.08	0.08	0.00	0.08	0.06	0.92	0.92	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.02	0.61	0.00	0.61	0.61	0.57	0.57	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	42.4	52.9	0.0	52.9	54.8	0.9	0.9	0.0	2.5	2.5
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	42.4	52.9	0.0	52.9	54.8	0.9	0.9	0.0	2.5	2.5
LOS by Move:	A	A	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	3	6	6	0	10	10

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		3 0 1	0 1		2 0 2	1 0		1 0 3	0 1	
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	45	42	904	44	182	151	1916	22	18	1265	718
Added Vol:	0	0	0	27	0	2	3	86	0	0	157	55
PasserByVol:	0	0	0	19	0	9	9	120	0	0	86	9
Initial Fut:	24	45	42	950	44	193	163	2122	22	18	1508	782
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:	24	45	42	950	44	193	163	2122	22	18	1508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	950	44	193	163	2122	22	18	1508	0
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:	24	45	42	950	44	193	163	2122	22	18	1508	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	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1805	1733	1617	5253	1900	1615	3502	5129	53	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.18	0.02	0.12	0.05	0.41	0.41	0.01	0.29	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.29	0.29	0.29	0.09	0.66	0.66	0.02	0.58	0.00
Volume/Cap:	0.32	0.63	0.63	0.63	0.08	0.42	0.50	0.63	0.63	0.63	0.50	0.00
Delay/Veh:	49.1	56.2	56.2	31.9	26.1	29.5	44.4	10.5	10.5	86.8	12.6	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:	49.1	56.2	56.2	31.9	26.1	29.5	44.4	10.5	10.5	86.8	12.6	0.0
LOS by Move:	D	E	E	C	C	C	D	B	B	F	B	A
HCM2kAvgQ:	1	2	2	9	1	5	3	14	14	1	10	0

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	16	32	50	840	49	136	125	1551	23	50	2157	1229
Added Vol:	0	0	0	92	0	5	3	210	0	0	158	55
PasserByVol:	0	0	0	13	0	16	27	123	0	0	150	26
Initial Fut:	16	32	50	945	49	157	155	1884	23	50	2465	1310
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	32	50	945	49	157	155	1884	23	50	2465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	945	49	157	155	1884	23	50	2465	0
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	32	50	945	49	157	155	1884	23	50	2465	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	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	1641	1641	5253	1900	1615	3502	5114	63	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.18	0.03	0.10	0.04	0.37	0.37	0.03	0.48	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.04	0.04	0.04	0.25	0.25	0.25	0.06	0.66	0.66	0.05	0.65	0.00
Volume/Cap:	0.21	0.47	0.73	0.73	0.10	0.39	0.73	0.56	0.56	0.56	0.73	0.00
Delay/Veh:	47.7	48.8	68.8	36.8	29.2	32.1	58.3	9.3	9.3	53.9	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	48.8	68.8	36.8	29.2	32.1	58.3	9.3	9.3	53.9	12.4	0.0
LOS by Move:	D	D	E	D	C	C	E	A	A	D	B	A
HCM2kAvgQ:	1	2	3	11	1	4	4	12	12	2	19	0

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	383	13	25	30	5	36	32	2542	315	39	1550	16
Added Vol:	5	0	2	0	0	0	0	89	24	9	207	0
PasserByVol:	1	0	1	44	0	18	35	95	0	0	64	0
Initial Fut:	389	13	28	74	5	54	67	2726	339	48	1821	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	13	28	74	5	54	67	2726	339	48	1821	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	13	28	74	5	54	67	2726	339	48	1821	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	13	28	74	5	54	67	2726	339	48	1821	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.86	0.86	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	2.77	0.07	0.16	1.00	0.08	0.92	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4828	134	289	1805	139	1501	1805	5187	1615	1805	6850	59
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.04	0.04	0.04	0.04	0.53	0.21	0.03	0.27	0.27
Crit Moves:			****	****				****		****		
Green/Cycle:	0.14	0.14	0.14	0.06	0.06	0.06	0.10	0.76	0.76	0.04	0.70	0.70
Volume/Cap:	0.57	0.69	0.69	0.69	0.61	0.61	0.38	0.69	0.28	0.69	0.38	0.38
Delay/Veh:	41.2	44.2	44.2	63.5	56.3	56.3	43.7	6.5	3.7	73.1	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	44.2	44.2	63.5	56.3	56.3	43.7	6.5	3.7	73.1	6.1	6.1
LOS by Move:	D	D	D	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	6	6	4	3	3	2	16	3	3	6	6

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

Back Bay Landing
Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	410	8	29	23	16	38	53	1990	497	60	3006	24
Added Vol:	49	0	18	0	0	0	0	227	75	27	164	0
PasserByVol:	3	0	0	71	0	29	26	83	2	0	127	0
Initial Fut:	462	8	47	94	16	67	79	2300	574	87	3297	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	8	47	94	16	67	79	2300	574	87	3297	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	8	47	94	16	67	79	2300	574	87	3297	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	8	47	94	16	67	79	2300	574	87	3297	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.88	0.88	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	2.74	0.04	0.22	1.00	0.19	0.81	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4770	67	394	1805	322	1348	1805	5187	1615	1805	6859	50
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.05	0.05	0.05	0.04	0.44	0.36	0.05	0.48	0.48
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.17	0.17	0.07	0.07	0.07	0.06	0.68	0.68	0.07	0.69	0.69
Volume/Cap:	0.57	0.70	0.70	0.70	0.66	0.66	0.70	0.65	0.52	0.65	0.70	0.70
Delay/Veh:	38.8	41.9	41.9	59.8	57.7	57.7	63.2	9.6	8.4	56.0	9.6	9.6
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:	38.8	41.9	41.9	59.8	57.7	57.7	63.2	9.6	8.4	56.0	9.6	9.6
LOS by Move:	D	D	D	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	6	8	8	4	4	4	4	15	9	4	17	17

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

Existing + Growth (Year 2017) + Approved Projects
+ Cumulative Projects + Project

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	440	0	331	0	2172	183	0	918	365
Added Vol:	0	0	0	11	0	0	0	120	0	0	172	9
PasserByVol:	0	0	0	26	0	35	0	31	4	0	46	2
Initial Fut:	0	0	0	477	0	366	0	2323	187	0	1136	376
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	477	0	366	0	2323	0	0	1136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	477	0	366	0	2323	0	0	1136	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	477	0	366	0	2323	0	0	1136	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	0.14	0.00	0.23	0.00	0.64	0.00	0.00	0.22	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.87	0.00	0.87	0.00	0.00	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	32.2	0.0	52.9	0.0	12.9	0.0	0.0	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.2	0.0	52.9	0.0	12.9	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	14	0	30	0	0	4	0

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	625	0	482	0	1456	155	0	1851	541
Added Vol:	0	0	0	20	0	6	0	221	0	0	196	19
PasserByVol:	0	0	0	41	0	19	0	90	7	0	51	11
Initial Fut:	0	0	0	686	0	507	0	1767	162	0	2098	571
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	686	0	507	0	1767	0	0	2098	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	686	0	507	0	1767	0	0	2098	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	686	0	507	0	1767	0	0	2098	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	0.20	0.00	0.31	0.00	0.49	0.00	0.00	0.40	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.80	0.00	0.80	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	34.4	0.0	17.2	0.0	0.0	13.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.4	0.0	34.4	0.0	17.2	0.0	0.0	13.4	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	16	0	23	0	0	16	0

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	3	1	86	3	412	366	1995	13	8	1150	67
Added Vol:	0	0	0	2	0	14	33	109	0	0	175	0
PasserByVol:	0	0	0	1	0	0	0	128	0	0	94	0
Initial Fut:	3	3	1	89	3	426	399	2232	13	8	1419	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:	3	3	1	89	3	426	399	2232	13	8	1419	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	89	3	426	399	2232	13	8	1419	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:	3	3	1	89	3	426	399	2232	13	8	1419	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.77	0.77	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	774	774	258	1412	48	1615	1805	3586	20	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.26	0.22	0.62	0.62	0.00	0.27	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.09	0.09	0.09	0.09	0.09	0.50	0.41	0.90	0.90	0.01	0.50	0.50
Volume/Cap:	0.04	0.04	0.04	0.69	0.69	0.53	0.54	0.69	0.69	0.69	0.54	0.08
Delay/Veh:	41.5	41.5	41.5	58.4	58.4	17.8	23.5	1.9	1.9	149.9	17.3	13.0
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:	41.5	41.5	41.5	58.4	58.4	17.8	23.5	1.9	1.9	149.9	17.3	13.0
LOS by Move:	D	D	D	E	E	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	9	10	11	11	1	11	1

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Include			Ovl			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1	1 0		1 0	3 0	1	
Volume Module:														
Base Vol:	14	3	13	114	3	453	270	1410	17		42	2263	53	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05		1.05	1.05	1.05	
Initial Bse:	14	3	13	114	3	453	284	1481	18		44	2376	56	
Added Vol:	0	0	0	5	0	44	30	232	0		0	188	4	
PasserByVol:	0	0	0	2	0	0	0	142	0		0	155	1	
Initial Fut:	14	3	13	121	3	497	314	1855	18		44	2719	61	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	3	13	121	3	497	314	1855	18		44	2719	61	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	14	3	13	121	3	497	314	1855	18		44	2719	61	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	3	13	121	3	497	314	1855	18		44	2719	61	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.86	0.73	0.73	0.85	0.95	0.95	0.95		0.95	0.91	0.85	
Lanes:	0.47	0.10	0.43	0.98	0.02	1.00	1.00	1.98	0.02		1.00	3.00	1.00	
Final Sat.:	767	164	712	1359	34	1615	1805	3572	34		1805	5187	1615	
Capacity Analysis Module:														
Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.31	0.17	0.52	0.52		0.02	0.52	0.04	
Crit Moves:						****	****					****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.37	0.21	0.80	0.80		0.04	0.63	0.63	
Volume/Cap:	0.11	0.11	0.11	0.55	0.55	0.83	0.83	0.65	0.65		0.65	0.83	0.06	
Delay/Veh:	36.0	36.0	36.0	41.6	41.6	38.3	52.4	4.6	4.6		67.2	16.3	7.1	
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:	36.0	36.0	36.0	41.6	41.6	38.3	52.4	4.6	4.6		67.2	16.3	7.1	
LOS by Move:	D	D	D	D	D	D	D	A	A		E	B	A	
HCM2kAvgQ:	1	1	1	4	4	16	12	13	13		2	26	1	

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 21.1
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:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	24	25	1895	0	0	1206	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	28	0	24	26	1990	0	0	1266	29
Added Vol:	0	0	0	0	0	0	0	111	0	0	175	0
PasserByVol:	0	0	0	0	0	0	0	133	0	0	94	0
Initial Fut:	0	0	0	28	0	24	26	2234	0	0	1535	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:	0	0	0	28	0	24	26	2234	0	0	1535	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	24	26	2234	0	0	1535	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:	0	0	0	28	0	24	26	2234	0	0	1535	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.86	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.00	1.00	0.54	0.00	0.46	1.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	1900	876	0	751	1805	3610	0	0	5074	97
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.62	0.00	0.00	0.30	0.30
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.00	0.03	0.65	0.97	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.95	0.02	0.64	0.00	0.00	0.95	0.95
Delay/Veh:	0.0	0.0	0.0	150.5	0.0	150.5	6.3	0.6	0.0	0.0	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	150.5	0.0	150.5	6.3	0.6	0.0	0.0	46.3	46.3
LOS by Move:	A	A	A	F	A	F	A	A	A	A	D	D
HCM2kAvgQ:	0	0	0	4	0	4	0	5	0	0	22	22

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #3 Tustin Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	3.5
Optimal Cycle:	100	Level Of Service:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	3	50	0	28	68	1471	2	0	2240	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	3	50	0	28	71	1545	2	0	2352	38
Added Vol:	0	0	0	0	0	0	0	237	0	0	191	0
PasserByVol:	0	0	0	0	0	0	0	143	0	0	157	0
Initial Fut:	0	0	3	50	0	28	71	1925	2	0	2700	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:	0	0	3	50	0	28	71	1925	2	0	2700	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	3	50	0	28	71	1925	2	0	2700	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:	0	0	3	50	0	28	71	1925	2	0	2700	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.83	1.00	0.83	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.00	1.00	0.64	0.00	0.36	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	0	0	1644	1005	0	563	1805	3606	4	0	5105	71
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.53	0.53	0.00	0.53	0.53
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.08	0.08	0.00	0.08	0.06	0.92	0.92	0.00	0.86	0.86
Volume/Cap:	0.00	0.00	0.02	0.62	0.00	0.62	0.62	0.58	0.58	0.00	0.62	0.62
Delay/Veh:	0.0	0.0	42.4	53.4	0.0	53.4	55.4	1.0	1.0	0.0	2.5	2.5
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	42.4	53.4	0.0	53.4	55.4	1.0	1.0	0.0	2.5	2.5
LOS by Move:	A	A	D	D	A	D	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	3	6	6	0	10	10

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	18.4
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	45	42	904	44	182	151	1916	22	18	1265	718
Added Vol:	0	0	0	51	0	2	3	107	0	0	173	68
PasserByVol:	0	0	0	19	0	9	9	120	0	0	86	9
Initial Fut:	24	45	42	974	44	193	163	2143	22	18	1524	795
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:	24	45	42	974	44	193	163	2143	22	18	1524	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	974	44	193	163	2143	22	18	1524	0
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:	24	45	42	974	44	193	163	2143	22	18	1524	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	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1805	1733	1617	5253	1900	1615	3502	5129	53	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.19	0.02	0.12	0.05	0.42	0.42	0.01	0.29	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.29	0.29	0.29	0.09	0.65	0.65	0.02	0.58	0.00
Volume/Cap:	0.33	0.64	0.64	0.64	0.08	0.41	0.51	0.64	0.64	0.64	0.51	0.00
Delay/Veh:	49.2	57.0	57.0	31.9	25.9	29.2	44.6	10.7	10.7	89.4	12.8	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:	49.2	57.0	57.0	31.9	25.9	29.2	44.6	10.7	10.7	89.4	12.8	0.0
LOS by Move:	D	E	E	C	C	C	D	B	B	F	B	A
HCM2kAvgQ:	1	3	3	10	1	5	3	15	15	1	10	0

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		3 0 1	0 1		2 0 2	1 0		1 0 3	0 1	
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	16	32	50	840	49	136	125	1551	23	50	2157	1229
Added Vol:	0	0	0	115	0	5	3	234	0	0	186	86
PasserByVol:	0	0	0	13	0	16	27	123	0	0	150	26
Initial Fut:	16	32	50	968	49	157	155	1908	23	50	2493	1341
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	32	50	968	49	157	155	1908	23	50	2493	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	968	49	157	155	1908	23	50	2493	0
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	32	50	968	49	157	155	1908	23	50	2493	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	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	1641	1641	5253	1900	1615	3502	5115	62	1805	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.18	0.03	0.10	0.04	0.37	0.37	0.03	0.48	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.04	0.04	0.04	0.25	0.25	0.25	0.06	0.66	0.66	0.05	0.65	0.00
Volume/Cap:	0.22	0.47	0.74	0.74	0.10	0.39	0.74	0.57	0.57	0.57	0.74	0.00
Delay/Veh:	47.8	48.9	70.4	36.8	29.0	31.8	59.3	9.4	9.4	54.6	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	48.9	70.4	36.8	29.0	31.8	59.3	9.4	9.4	54.6	12.7	0.0
LOS by Move:	D	D	E	D	C	C	E	A	A	D	B	A
HCM2kAvgQ:	1	2	3	11	1	4	4	12	12	2	20	0

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	383	13	25	30	5	36	32	2542	315	39	1550	16
Added Vol:	5	7	2	22	4	29	46	89	24	9	207	19
PasserByVol:	1	0	1	44	0	18	35	95	0	0	64	0
Initial Fut:	389	20	28	96	9	83	113	2726	339	48	1821	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:	389	20	28	96	9	83	113	2726	339	48	1821	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	20	28	96	9	83	113	2726	339	48	1821	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:	389	20	28	96	9	83	113	2726	339	48	1821	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.87	0.87	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	2.74	0.11	0.15	1.00	0.10	0.90	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4777	198	277	1805	161	1483	1805	5187	1615	1805	6766	129
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.05	0.06	0.06	0.06	0.53	0.21	0.03	0.27	0.27
Crit Moves:		****			****			****			****	
Green/Cycle:	0.14	0.14	0.14	0.08	0.08	0.08	0.15	0.74	0.74	0.04	0.63	0.63
Volume/Cap:	0.57	0.71	0.71	0.67	0.71	0.71	0.43	0.71	0.28	0.71	0.43	0.43
Delay/Veh:	41.1	44.7	44.7	56.8	61.5	61.5	40.0	7.7	4.4	76.9	9.3	9.3
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	44.7	44.7	56.8	61.5	61.5	40.0	7.7	4.4	76.9	9.3	9.3
LOS by Move:	D	D	D	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	7	7	4	4	4	4	17	3	3	8	8

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

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	410	8	29	23	16	38	53	1990	497	60	3006	24
Added Vol:	49	7	18	27	9	59	48	227	75	27	164	28
PasserByVol:	3	0	0	77	0	34	35	74	2	0	117	10
Initial Fut:	462	15	47	127	25	131	136	2291	574	87	3287	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	15	47	127	25	131	136	2291	574	87	3287	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	15	47	127	25	131	136	2291	574	87	3287	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	15	47	127	25	131	136	2291	574	87	3287	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.87	0.87	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	2.72	0.07	0.21	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4739	122	382	1805	266	1394	1805	5187	1615	1805	6767	128
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.07	0.09	0.09	0.08	0.44	0.36	0.05	0.49	0.49
Crit Moves:			****		****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.12	0.12	0.12	0.10	0.65	0.65	0.07	0.62	0.62
Volume/Cap:	0.62	0.78	0.78	0.58	0.78	0.78	0.78	0.68	0.55	0.68	0.78	0.78
Delay/Veh:	40.7	46.1	46.1	45.5	60.0	60.0	63.7	11.5	10.1	59.1	14.6	14.6
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:	40.7	46.1	46.1	45.5	60.0	60.0	63.7	11.5	10.1	59.1	14.6	14.6
LOS by Move:	D	D	D	D	E	E	E	B	B	E	B	B
HCM2kAvgQ:	6	9	9	5	7	7	6	17	10	4	22	22

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

APPENDIX J

Site Access Evaluations
Intersection Capacity Utilization Worksheets

Existing Geometry

Back Bay Landing
Existing Plus Project
Morning Peak Hour - Existing Geometry

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	13	25	30	5	36	30	2421	300	37	1476	15
Added Vol:	0	7	0	22	4	29	46	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	20	25	52	9	65	76	2421	300	37	1476	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:	383	20	25	52	9	65	76	2421	300	37	1476	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	20	25	52	9	65	76	2421	300	37	1476	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:	383	20	25	52	9	65	76	2421	300	37	1476	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:	2.68	0.14	0.18	1.00	0.12	0.88	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4295	224	280	1600	195	1405	1600	4800	1600	1600	6256	144
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.05	0.05	0.05	0.50	0.19	0.02	0.24	0.24
Crit Moves:			****		****			****		****		

Back Bay Landing
Existing Plus Project
Evening Peak Hour - Existing Geometry

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	23
Added Vol:	0	7	0	27	9	59	48	0	0	0	0	28
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	410	15	29	56	25	102	107	1886	473	57	2853	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	15	29	56	25	102	107	1886	473	57	2853	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	15	29	56	25	102	107	1886	473	57	2853	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	15	29	56	25	102	107	1886	473	57	2853	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.71	0.10	0.19	1.00	0.20	0.80	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4335	159	307	1600	315	1285	1600	4800	1600	1600	6266	134
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.08	0.08	0.07	0.39	0.30	0.04	0.46	0.46
Crit Moves:	****					****	****				****	

Back Bay Landing
TPO Analysis Without Project
Morning Peak Hour - Existing Geometry

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	13	26	74	5	54	67	2637	315	39	1614	16
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:	384	13	26	74	5	54	67	2637	315	39	1614	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	13	26	74	5	54	67	2637	315	39	1614	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	13	26	74	5	54	67	2637	315	39	1614	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.73	0.09	0.18	1.00	0.08	0.92	1.00	3.00	1.00	1.00	3.96	0.04
Final Sat.:	4357	148	295	1600	136	1464	1600	4800	1600	1600	6337	63
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.04	0.04	0.04	0.55	0.20	0.02	0.25	0.25
Crit Moves:		****		****				****		****		

Back Bay Landing
TPO Analysis Without Project
Evening Peak Hour - Existing Geometry

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	8	29	94	16	67	79	2073	499	60	3133	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	8	29	94	16	67	79	2073	499	60	3133	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	8	29	94	16	67	79	2073	499	60	3133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	8	29	94	16	67	79	2073	499	60	3133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.76	0.05	0.19	1.00	0.19	0.81	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4405	85	309	1600	308	1292	1600	4800	1600	1600	6351	49
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.05	0.05	0.05	0.43	0.31	0.04	0.49	0.49
Crit Moves:		****		****			****				****	

Back Bay Landing
TPO Analysis With Project
Morning Peak Hour - Existing Geometry

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	13	26	74	5	54	67	2637	315	39	1614	16
Added Vol:	0	7	0	22	4	29	46	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	20	26	96	9	83	113	2637	315	39	1614	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:	384	20	26	96	9	83	113	2637	315	39	1614	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	20	26	96	9	83	113	2637	315	39	1614	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:	384	20	26	96	9	83	113	2637	315	39	1614	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:	2.68	0.14	0.18	1.00	0.10	0.90	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4287	223	290	1600	157	1443	1600	4800	1600	1600	6264	136
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.07	0.55	0.20	0.02	0.26	0.26
Crit Moves:		****			****			****			****	

Back Bay Landing
TPO Analysis With Project
Evening Peak Hour - Existing Geometry

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	8	29	94	16	67	79	2073	499	60	3133	24
Added Vol:	0	7	0	27	9	59	48	0	0	0	0	28
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	413	15	29	127	25	131	136	2064	499	60	3123	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	15	29	127	25	131	136	2064	499	60	3123	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	15	29	127	25	131	136	2064	499	60	3123	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	15	29	127	25	131	136	2064	499	60	3123	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.71	0.10	0.19	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4338	158	305	1600	256	1344	1600	4800	1600	1600	6275	125
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.08	0.10	0.10	0.09	0.43	0.31	0.04	0.50	0.50
Crit Moves:		****				****	****				****	

Back Bay Landing
CEQA Analysis With Project
Morning Peak Hour - Existing Geometry

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	389	13	28	74	5	54	67	2726	339	48	1821	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	13	28	74	5	54	67	2726	339	48	1821	16
Added Vol:	0	7	0	22	4	29	46	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	20	28	96	9	83	113	2726	339	48	1821	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:	389	20	28	96	9	83	113	2726	339	48	1821	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	20	28	96	9	83	113	2726	339	48	1821	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:	389	20	28	96	9	83	113	2726	339	48	1821	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:	2.67	0.14	0.19	1.00	0.10	0.90	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4273	220	308	1600	157	1443	1600	4800	1600	1600	6279	121
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.07	0.57	0.21	0.03	0.29	0.29
Crit Moves:		****		****				****		****		

Back Bay Landing
CEQA Analysis With Project
Evening Peak Hour - Existing Geometry

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	462	8	47	94	16	67	79	2300	574	87	3297	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	8	47	94	16	67	79	2300	574	87	3297	24
Added Vol:	0	7	0	27	9	59	48	0	0	0	0	28
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	462	15	47	127	25	131	136	2291	574	87	3287	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	15	47	127	25	131	136	2291	574	87	3287	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	15	47	127	25	131	136	2291	574	87	3287	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	15	47	127	25	131	136	2291	574	87	3287	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.64	0.09	0.27	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4232	137	431	1600	256	1344	1600	4800	1600	1600	6282	118
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.08	0.10	0.10	0.09	0.48	0.36	0.05	0.52	0.52
Crit Moves:			****			****	****				****	

Project-Related Improvements

Back Bay Landing
Existing Plus Project
Morning Peak Hour - Project Related Improvements

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	13	25	30	5	36	30	2421	300	37	1476	15
Added Vol:	0	7	0	22	4	29	46	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	20	25	52	9	65	76	2421	300	37	1476	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:	383	20	25	52	9	65	76	2421	300	37	1476	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	20	25	52	9	65	76	2421	300	37	1476	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:	383	20	25	52	9	65	76	2421	300	37	1476	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:	2.68	0.14	0.18	1.00	0.24	1.76	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4295	224	280	1600	389	2811	1600	4800	1600	1600	6256	144
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.02	0.02	0.05	0.50	0.19	0.02	0.24	0.24
Crit Moves:			****	****				****		****		

Back Bay Landing
Existing Plus Project
Evening Peak Hour - Project Related Improvements

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	23
Added Vol:	0	7	0	27	9	59	48	0	0	0	0	28
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	410	15	29	56	25	102	107	1886	473	57	2853	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	15	29	56	25	102	107	1886	473	57	2853	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	15	29	56	25	102	107	1886	473	57	2853	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	15	29	56	25	102	107	1886	473	57	2853	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.71	0.10	0.19	1.00	0.39	1.61	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4335	159	307	1600	630	2570	1600	4800	1600	1600	6266	134
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.04	0.04	0.07	0.39	0.30	0.04	0.46	0.46
Crit Moves:	****					****	****				****	

Back Bay Landing
TPO Analysis Without Project
Morning Peak Hour - Project Related Improvements

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	13	26	74	5	54	67	2637	315	39	1614	16
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:	384	13	26	74	5	54	67	2637	315	39	1614	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	13	26	74	5	54	67	2637	315	39	1614	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	13	26	74	5	54	67	2637	315	39	1614	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.73	0.09	0.18	1.00	0.17	1.83	1.00	3.00	1.00	1.00	3.96	0.04
Final Sat.:	4357	148	295	1600	271	2929	1600	4800	1600	1600	6337	63
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.02	0.02	0.04	0.55	0.20	0.02	0.25	0.25
Crit Moves:		****		****				****		****		

Back Bay Landing
TPO Analysis Without Project
Evening Peak Hour - Project Related Improvements

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	8	29	94	16	67	79	2073	499	60	3133	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	8	29	94	16	67	79	2073	499	60	3133	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	8	29	94	16	67	79	2073	499	60	3133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	8	29	94	16	67	79	2073	499	60	3133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.76	0.05	0.19	1.00	0.39	1.61	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4405	85	309	1600	617	2583	1600	4800	1600	1600	6351	49
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.03	0.03	0.05	0.43	0.31	0.04	0.49	0.49
Crit Moves:		****			****			****			****	

Back Bay Landing
TPO Analysis With Project
Morning Peak Hour - Project Related Improvements

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	13	26	74	5	54	67	2637	315	39	1614	16
Added Vol:	0	7	0	22	4	29	46	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	20	26	96	9	83	113	2637	315	39	1614	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:	384	20	26	96	9	83	113	2637	315	39	1614	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	20	26	96	9	83	113	2637	315	39	1614	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:	384	20	26	96	9	83	113	2637	315	39	1614	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:	2.68	0.14	0.18	1.00	0.20	1.80	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4287	223	290	1600	313	2887	1600	4800	1600	1600	6264	136
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.03	0.03	0.07	0.55	0.20	0.02	0.26	0.26
Crit Moves:		****		****				****		****		

Back Bay Landing
TPO Analysis With Project
Evening Peak Hour - Project Related Improvements

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	8	29	94	16	67	79	2073	499	60	3133	24
Added Vol:	0	7	0	27	9	59	48	0	0	0	0	28
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	413	15	29	127	25	131	136	2064	499	60	3123	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	15	29	127	25	131	136	2064	499	60	3123	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	15	29	127	25	131	136	2064	499	60	3123	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	15	29	127	25	131	136	2064	499	60	3123	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.71	0.10	0.19	1.00	0.32	1.68	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4338	158	305	1600	513	2687	1600	4800	1600	1600	6275	125
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.08	0.05	0.05	0.09	0.43	0.31	0.04	0.50	0.50
Crit Moves:		****		****			****				****	

Back Bay Landing
CEQA Analysis With Project
Morning Peak Hour - Project Related Improvements

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	389	13	28	74	5	54	67	2726	339	48	1821	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	13	28	74	5	54	67	2726	339	48	1821	16
Added Vol:	0	7	0	22	4	29	46	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	20	28	96	9	83	113	2726	339	48	1821	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:	389	20	28	96	9	83	113	2726	339	48	1821	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	20	28	96	9	83	113	2726	339	48	1821	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:	389	20	28	96	9	83	113	2726	339	48	1821	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:	2.67	0.14	0.19	1.00	0.20	1.80	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4273	220	308	1600	313	2887	1600	4800	1600	1600	6279	121
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.03	0.03	0.07	0.57	0.21	0.03	0.29	0.29
Crit Moves:		****		****				****		****		

Back Bay Landing
CEQA Analysis With Project
Evening Peak Hour - Project Related Improvements

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	462	8	47	94	16	67	79	2300	574	87	3297	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	8	47	94	16	67	79	2300	574	87	3297	24
Added Vol:	0	7	0	27	9	59	48	0	0	0	0	28
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	462	15	47	127	25	131	136	2291	574	87	3287	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	15	47	127	25	131	136	2291	574	87	3287	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	15	47	127	25	131	136	2291	574	87	3287	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	15	47	127	25	131	136	2291	574	87	3287	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.64	0.09	0.27	1.00	0.32	1.68	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4232	137	431	1600	513	2687	1600	4800	1600	1600	6282	118
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.08	0.05	0.05	0.09	0.48	0.36	0.05	0.52	0.52
Crit Moves:			****	****			****				****	

Project-Related Improvements
Plus Optional Secondary Access

Back Bay Landing
Existing Plus Project
Morning Peak Hour - Project Related Improvements + Opt. Secondary Access

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	13	25	30	5	36	30	2421	300	37	1476	15
Added Vol:	0	7	0	22	4	29	46	0	0	0	5	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	20	25	52	9	65	76	2421	300	37	1481	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	20	25	52	9	65	76	2421	300	37	1481	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	20	25	52	9	65	76	2421	300	37	1481	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	20	25	52	9	65	76	2421	300	37	1481	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.68	0.14	0.18	1.00	0.24	1.76	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4295	224	280	1600	389	2811	1600	4800	1600	1600	6273	127
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.02	0.02	0.05	0.50	0.19	0.02	0.24	0.24
Crit Moves:			****	****				****		****		

Back Bay Landing
Existing Plus Project
Evening Peak Hour - Project Related Improvements + Opt. Secondary Access

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	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:	410	8	29	23	16	38	50	1895	473	57	2863	23
Added Vol:	0	7	0	27	9	59	48	0	0	0	7	21
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	410	15	29	56	25	102	107	1886	473	57	2860	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:	410	15	29	56	25	102	107	1886	473	57	2860	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	15	29	56	25	102	107	1886	473	57	2860	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:	410	15	29	56	25	102	107	1886	473	57	2860	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.71	0.10	0.19	1.00	0.39	1.61	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4335	159	307	1600	630	2570	1600	4800	1600	1600	6281	119
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.04	0.04	0.07	0.39	0.30	0.04	0.46	0.46
Crit Moves:	****					****	****				****	

Back Bay Landing
TPO Analysis Without Project
Morning Peak Hour - Project Related Improvements + Opt. Secondary Access

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	13	26	74	5	54	67	2637	315	39	1614	16
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:	384	13	26	74	5	54	67	2637	315	39	1614	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	13	26	74	5	54	67	2637	315	39	1614	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	13	26	74	5	54	67	2637	315	39	1614	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.73	0.09	0.18	1.00	0.17	1.83	1.00	3.00	1.00	1.00	3.96	0.04
Final Sat.:	4357	148	295	1600	271	2929	1600	4800	1600	1600	6337	63
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.02	0.02	0.04	0.55	0.20	0.02	0.25	0.25
Crit Moves:		****		****				****		****		

Back Bay Landing
TPO Analysis Without Project
Evening Peak Hour - Project Related Improvements + Opt. Secondary Access

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	8	29	94	16	67	79	2073	499	60	3133	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	8	29	94	16	67	79	2073	499	60	3133	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	8	29	94	16	67	79	2073	499	60	3133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	8	29	94	16	67	79	2073	499	60	3133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.76	0.05	0.19	1.00	0.39	1.61	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4405	85	309	1600	617	2583	1600	4800	1600	1600	6351	49
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.03	0.03	0.05	0.43	0.31	0.04	0.49	0.49
Crit Moves:		****			****			****			****	

Back Bay Landing
TPO Analysis With Project
Morning Peak Hour - Project Related Improvements + Opt. Secondary Access

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	384	13	26	74	5	54	67	2637	315	39	1614	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	13	26	74	5	54	67	2637	315	39	1614	16
Added Vol:	0	7	0	22	4	29	46	0	0	0	5	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	20	26	96	9	83	113	2637	315	39	1619	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	20	26	96	9	83	113	2637	315	39	1619	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	20	26	96	9	83	113	2637	315	39	1619	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	20	26	96	9	83	113	2637	315	39	1619	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.68	0.14	0.18	1.00	0.20	1.80	1.00	3.00	1.00	1.00	3.92	0.08
Final Sat.:	4287	223	290	1600	313	2887	1600	4800	1600	1600	6280	120
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.03	0.03	0.07	0.55	0.20	0.02	0.26	0.26
Crit Moves:		****		****				****		****		

Back Bay Landing
TPO Analysis With Project
Evening Peak Hour - Project Related Improvements + Opt. Secondary Access

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	413	8	29	94	16	67	79	2073	499	60	3133	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	8	29	94	16	67	79	2073	499	60	3133	24
Added Vol:	0	7	0	27	9	59	48	0	0	0	7	21
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	413	15	29	127	25	131	136	2064	499	60	3130	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:	413	15	29	127	25	131	136	2064	499	60	3130	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	15	29	127	25	131	136	2064	499	60	3130	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:	413	15	29	127	25	131	136	2064	499	60	3130	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.71	0.10	0.19	1.00	0.32	1.68	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4338	158	305	1600	513	2687	1600	4800	1600	1600	6289	111
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.08	0.05	0.05	0.09	0.43	0.31	0.04	0.50	0.50
Crit Moves:		****		****			****				****	

Back Bay Landing
CEQA Analysis With Project
Morning Peak Hour - Project Related Improvements + Opt. Secondary Access

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	389	13	28	74	5	54	67	2726	339	48	1821	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	13	28	74	5	54	67	2726	339	48	1821	16
Added Vol:	0	7	0	22	4	29	46	0	0	0	5	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	20	28	96	9	83	113	2726	339	48	1826	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	20	28	96	9	83	113	2726	339	48	1826	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	20	28	96	9	83	113	2726	339	48	1826	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	20	28	96	9	83	113	2726	339	48	1826	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.67	0.14	0.19	1.00	0.20	1.80	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4273	220	308	1600	313	2887	1600	4800	1600	1600	6293	107
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.03	0.03	0.07	0.57	0.21	0.03	0.29	0.29
Crit Moves:		****		****				****		****		

Back Bay Landing
CEQA Analysis With Project
Evening Peak Hour - Project Related Improvements + Opt. Secondary Access

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	1	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	462	8	47	94	16	67	79	2300	574	87	3297	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	8	47	94	16	67	79	2300	574	87	3297	24
Added Vol:	0	7	0	27	9	59	48	0	0	0	7	21
PasserByVol:	0	0	0	6	0	5	9	-9	0	0	-10	10
Initial Fut:	462	15	47	127	25	131	136	2291	574	87	3294	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:	462	15	47	127	25	131	136	2291	574	87	3294	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	15	47	127	25	131	136	2291	574	87	3294	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:	462	15	47	127	25	131	136	2291	574	87	3294	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.64	0.09	0.27	1.00	0.32	1.68	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4232	137	431	1600	513	2687	1600	4800	1600	1600	6295	105
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.08	0.05	0.05	0.09	0.48	0.36	0.05	0.52	0.52
Crit Moves:			****	****			****				****	

APPENDIX K

Queue Analysis Worksheets

Existing Geometry

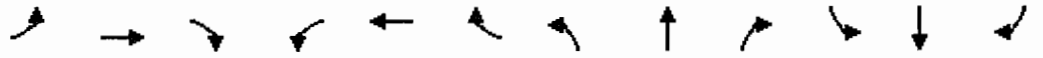
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	2421	300	37	1476	34	383	20	25	52	9	65
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%					
Lane Group Flow (vph)	83	2632	326	40	1641	0	312	153	0	57	81	0
v/c Ratio	0.47	1.32	0.45	0.61	0.78		0.55	0.53		0.28	0.33	
Control Delay	58.7	178.8	9.5	92.1	35.4		46.8	47.9		51.1	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.7	178.8	9.5	92.1	35.4		46.8	47.9		51.1	17.4	
Queue Length 50th (ft)	61	~967	52	31	320		119	110		40	7	
Queue Length 95th (ft)	115	#1057	128	#87	368		170	189		83	54	
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		
Base Capacity (vph)	178	1988	730	66	2096		565	286		200	244	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.47	1.32	0.45	0.61	0.78		0.55	0.53		0.28	0.33	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	1886	473	57	2853	61	410	15	29	56	25	102
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%					
Lane Group Flow (vph)	116	2050	514	62	3167	0	330	164	0	61	138	0
v/c Ratio	1.27	1.03	0.61	0.94	1.31		0.58	0.57		0.30	0.49	
Control Delay	229.9	60.8	7.7	152.3	174.5		47.6	49.3		51.6	19.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	229.9	60.8	7.7	152.3	174.5		47.6	49.3		51.6	19.8	
Queue Length 50th (ft)	~114	~623	40	49	~925		127	119		43	19	
Queue Length 95th (ft)	#236	#719	142	#140	#991		180	202		87	83	
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		
Base Capacity (vph)	91	1988	845	66	2410		565	286		200	281	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.27	1.03	0.61	0.94	1.31		0.58	0.57		0.31	0.49	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

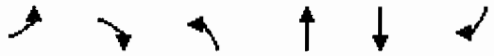
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	80	50	66	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	87	54	72	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	300	72	72			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	300	72	72			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	94			
cM capacity (veh/h)	652	991	1528			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	87	54	72
Volume Left	0	87	0	0
Volume Right	65	0	0	0
cSH	991	1528	1700	1700
Volume to Capacity	0.07	0.06	0.03	0.04
Queue Length 95th (ft)	5	5	0	0
Control Delay (s)	8.9	7.5	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	8.9	4.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		



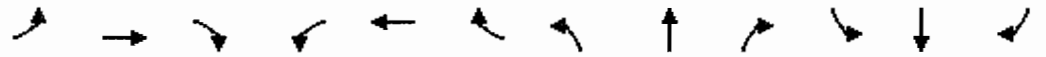
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	108	75	68	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	117	82	74	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	390		74	74		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	390		74	74		
tC, single (s)	6.4		6.2	4.1		
tC, 2 stage (s)						
tF (s)	3.5		3.3	2.2		
p0 queue free %	100		87	92		
cM capacity (veh/h)	566		988	1526		

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	117	82	74
Volume Left	0	117	0	0
Volume Right	125	0	0	0
cSH	988	1526	1700	1700
Volume to Capacity	0.13	0.08	0.05	0.04
Queue Length 95th (ft)	11	6	0	0
Control Delay (s)	9.2	7.6	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.2	4.5		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	28.9%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
9: East Coast Highway & Bayside Drive

6/24/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	2637	315	39	1614	16	384	13	26	74	5	54
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%					
Lane Group Flow (vph)	73	2866	342	42	1771	0	309	150	0	80	64	0
v/c Ratio	0.41	1.44	0.47	0.64	0.84		0.55	0.52		0.40	0.28	
Control Delay	56.6	229.9	10.8	95.8	37.9		46.7	47.2		54.2	16.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	56.6	229.9	10.8	95.8	37.9		46.7	47.2		54.2	16.6	
Queue Length 50th (ft)	53	~1105	65	33	358		118	107		57	3	
Queue Length 95th (ft)	103	#1192	146	#92	409		168	184		109	45	
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		
Base Capacity (vph)	178	1988	726	66	2099		565	286		200	232	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.41	1.44	0.47	0.64	0.84		0.55	0.52		0.40	0.28	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	2073	499	60	3133	24	413	8	29	94	16	67
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							27%					
Lane Group Flow (vph)	86	2253	542	65	3431	0	328	162	0	102	90	0
v/c Ratio	0.95	1.13	0.65	0.98	1.42		0.58	0.57		0.51	0.36	
Control Delay	136.9	98.2	9.9	164.4	221.2		47.5	49.1		58.1	19.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	136.9	98.2	9.9	164.4	221.2		47.5	49.1		58.1	19.3	
Queue Length 50th (ft)	68	~743	66	51	~1050		126	117		75	12	
Queue Length 95th (ft)	#174	#838	190	#147	#1113		179	200		134	62	
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		
Base Capacity (vph)	91	1988	836	66	2413		565	285		200	248	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.95	1.13	0.65	0.98	1.42		0.58	0.57		0.51	0.36	

Intersection Summary

Area Type: Other

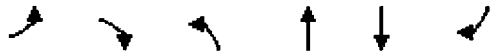
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	5	8	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	9	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	252	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	252	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	732	909	1444			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	9	96	139
Volume Left	0	9	0	0
Volume Right	5	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.01	0.01	0.06	0.08
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.0	7.5	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.0	0.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	9	6	105	168	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	10	7	114	183	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	310	183	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	183	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	679	860	1392			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	10	7	114	183
Volume Left	0	7	0	0
Volume Right	10	0	0	0
cSH	860	1392	1700	1700
Volume to Capacity	0.01	0.00	0.07	0.11
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	9.2	7.6	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.2	0.4		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	2637	315	39	1614	35	384	20	26	96	9	83
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%					
Lane Group Flow (vph)	123	2866	342	42	1792	0	313	154	0	104	100	0
v/c Ratio	0.69	1.44	0.47	0.64	0.85		0.55	0.54		0.52	0.38	
Control Delay	71.4	229.9	10.8	95.8	38.5		46.8	48.0		58.6	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	71.4	229.9	10.8	95.8	38.5		46.8	48.0		58.6	16.5	
Queue Length 50th (ft)	93	~1105	65	33	364		120	112		76	7	
Queue Length 95th (ft)	#181	#1192	146	#92	416		171	190		136	59	
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		
Base Capacity (vph)	178	1988	726	66	2096		565	286		200	260	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.69	1.44	0.47	0.64	0.85		0.55	0.54		0.52	0.38	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

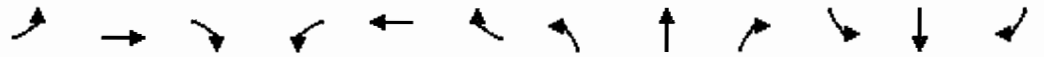
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
9: East Coast Highway & Bayside Drive

6/24/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	2064	499	60	3123	62	413	15	29	127	25	131
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%					
Lane Group Flow (vph)	148	2243	542	65	3462	0	332	165	0	138	169	0
v/c Ratio	1.63	1.13	0.65	0.98	1.44		0.59	0.58		0.69	0.59	
Control Delay	361.8	96.1	9.8	164.4	227.6		47.7	49.4		68.2	25.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	361.8	96.1	9.8	164.4	227.6		47.7	49.4		68.2	25.8	
Queue Length 50th (ft)	~166	~737	65	51	~1065		128	120		103	36	
Queue Length 95th (ft)	#301	#831	189	#147	#1127		181	204		#194	110	
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		
Base Capacity (vph)	91	1988	836	66	2410		565	286		200	286	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.63	1.13	0.65	0.98	1.44		0.59	0.58		0.69	0.59	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	80	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	87	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	409	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	409	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	94			
cM capacity (veh/h)	563	909	1444			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	87	96	139
Volume Left	0	87	0	0
Volume Right	65	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.07	0.06	0.06	0.08
Queue Length 95th (ft)	6	5	0	0
Control Delay (s)	9.3	7.7	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	3.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	108	105	168	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	117	114	183	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	532	183	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	532	183	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	85	92			
cM capacity (veh/h)	466	860	1392			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	117	114	183
Volume Left	0	117	0	0
Volume Right	125	0	0	0
cSH	860	1392	1700	1700
Volume to Capacity	0.15	0.08	0.07	0.11
Queue Length 95th (ft)	13	7	0	0
Control Delay (s)	9.9	7.8	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.9	4.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	36.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	2726	339	48	1821	35	389	20	28	96	9	83
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%					
Lane Group Flow (vph)	123	2963	368	52	2017	0	317	158	0	104	100	0
v/c Ratio	0.69	1.49	0.50	0.79	0.96		0.56	0.55		0.52	0.38	
Control Delay	71.4	251.1	11.7	119.1	48.6		47.0	48.2		58.6	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	71.4	251.1	11.7	119.1	48.6		47.0	48.2		58.6	16.5	
Queue Length 50th (ft)	93	~1162	77	41	437		121	114		76	7	
Queue Length 95th (ft)	#181	#1248	164	#116	#530		173	194		136	59	
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		
Base Capacity (vph)	178	1988	731	66	2096		565	287		200	260	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.69	1.49	0.50	0.79	0.96		0.56	0.55		0.52	0.38	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: East Coast Highway & Bayside Drive

6/24/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	2291	574	87	3287	62	462	15	47	127	25	131
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							24%					
Lane Group Flow (vph)	148	2490	624	95	3640	0	382	187	0	138	169	0
v/c Ratio	1.63	1.25	0.74	1.44	1.51		0.68	0.65		0.69	0.60	
Control Delay	361.8	148.1	13.9	305.0	259.8		50.6	52.0		68.2	27.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	361.8	148.1	13.9	305.0	259.8		50.6	52.0		68.2	27.4	
Queue Length 50th (ft)	~166	~883	122	~100	~1150		151	136		103	40	
Queue Length 95th (ft)	#301	#975	285	#213	#1210		209	227		#194	115	
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		
Base Capacity (vph)	91	1988	844	66	2410		565	287		200	282	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.63	1.25	0.74	1.44	1.51		0.68	0.65		0.69	0.60	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

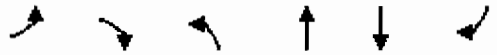
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	80	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	87	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	409	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	409	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	94			
cM capacity (veh/h)	563	909	1444			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	87	96	139
Volume Left	0	87	0	0
Volume Right	65	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.07	0.06	0.06	0.08
Queue Length 95th (ft)	6	5	0	0
Control Delay (s)	9.3	7.7	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	3.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		

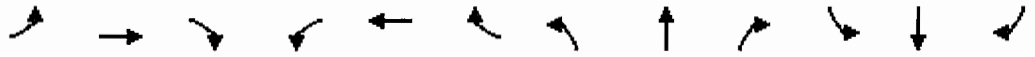


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	108	105	165	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	117	114	179	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	528	179	179			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528	179	179			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	92			
cM capacity (veh/h)	468	863	1396			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	117	114	179
Volume Left	0	117	0	0
Volume Right	125	0	0	0
cSH	863	1396	1700	1700
Volume to Capacity	0.14	0.08	0.07	0.11
Queue Length 95th (ft)	13	7	0	0
Control Delay (s)	9.9	7.8	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.9	4.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

Project-Related Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	2421	300	37	1476	34	383	20	25	52	9	65
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%			42%		
Lane Group Flow (vph)	83	2632	326	40	1641	0	312	153	0	33	34	71
v/c Ratio	0.47	1.32	0.45	0.61	0.78		0.55	0.53		0.17	0.18	0.30
Control Delay	58.7	178.8	9.5	92.1	35.4		46.8	47.9		48.7	48.7	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.7	178.8	9.5	92.1	35.4		46.8	47.9		48.7	48.7	14.1
Queue Length 50th (ft)	61	~967	52	31	320		119	110		24	25	0
Queue Length 95th (ft)	115	#1057	128	#87	368		170	189		57	58	43
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	178	1988	730	66	2096		565	286		190	193	240
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.47	1.32	0.45	0.61	0.78		0.55	0.53		0.17	0.18	0.30

Intersection Summary

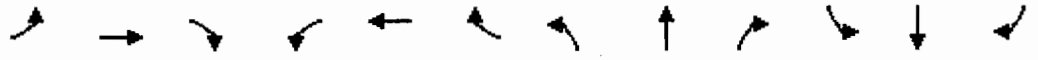
Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	1886	473	57	2853	61	410	15	29	56	25	102
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%			29%		
Lane Group Flow (vph)	116	2050	514	62	3167	0	330	164	0	43	45	111
v/c Ratio	1.27	1.03	0.61	0.94	1.31		0.58	0.57		0.23	0.23	0.40
Control Delay	229.9	60.8	7.7	152.3	174.5		47.6	49.3		49.9	49.9	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	229.9	60.8	7.7	152.3	174.5		47.6	49.3		49.9	49.9	13.2
Queue Length 50th (ft)	~114	~623	40	49	~925		127	119		31	33	0
Queue Length 95th (ft)	#236	#719	142	#140	#991		180	202		70	72	53
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	91	1988	845	66	2410		565	286		190	196	275
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.27	1.03	0.61	0.94	1.31		0.58	0.57		0.23	0.23	0.40

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	80	50	66	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	87	54	72	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	300	72	72			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	300	72	72			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	94			
cM capacity (veh/h)	652	991	1528			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	87	54	72
Volume Left	0	87	0	0
Volume Right	65	0	0	0
cSH	991	1528	1700	1700
Volume to Capacity	0.07	0.06	0.03	0.04
Queue Length 95th (ft)	5	5	0	0
Control Delay (s)	8.9	7.5	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	8.9	4.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

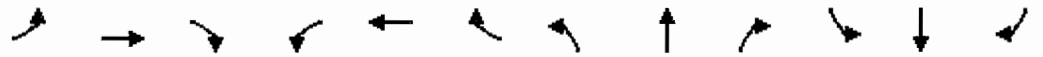
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	108	75	68	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	117	82	74	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	390	74	74			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	390	74	74			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	87	92			
cM capacity (veh/h)	566	988	1526			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	117	82	74
Volume Left	0	117	0	0
Volume Right	125	0	0	0
cSH	988	1526	1700	1700
Volume to Capacity	0.13	0.08	0.05	0.04
Queue Length 95th (ft)	11	6	0	0
Control Delay (s)	9.2	7.6	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.2	4.5		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	28.9%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
9: East Coast Highway & Bayside Drive

6/24/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	2637	315	39	1614	16	384	13	26	74	5	54
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%			47%		
Lane Group Flow (vph)	73	2866	342	42	1771	0	309	150	0	42	43	59
v/c Ratio	0.44	1.44	0.47	0.64	0.83		0.55	0.52		0.22	0.22	0.26
Control Delay	59.1	229.9	10.8	95.8	36.5		46.7	47.2		49.8	49.8	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	59.1	229.9	10.8	95.8	36.5		46.7	47.2		49.8	49.8	14.7
Queue Length 50th (ft)	54	~1105	65	33	352		118	107		30	31	0
Queue Length 95th (ft)	104	#1192	146	#92	403		168	184		68	70	40
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	165	1988	726	66	2144		565	286		190	192	230
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.44	1.44	0.47	0.64	0.83		0.55	0.52		0.22	0.22	0.26

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	2073	499	60	3133	24	413	8	29	94	16	67
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							27%			42%		
Lane Group Flow (vph)	86	2253	542	65	3431	0	328	162	0	59	60	73
v/c Ratio	0.83	1.13	0.65	0.98	1.45		0.58	0.57		0.31	0.31	0.30
Control Delay	107.9	98.2	9.9	164.4	233.3		47.5	49.1		52.0	51.9	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	107.9	98.2	9.9	164.4	233.3		47.5	49.1		52.0	51.9	14.1
Queue Length 50th (ft)	67	~743	66	51	~1061		126	117		44	45	0
Queue Length 95th (ft)	#164	#838	190	#147	#1124		179	200		89	91	44
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	103	1988	836	66	2368		565	285		190	193	242
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.83	1.13	0.65	0.98	1.45		0.58	0.57		0.31	0.31	0.30

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	5	8	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	9	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	252	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	252	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	732	909	1444			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	9	96	139
Volume Left	0	9	0	0
Volume Right	5	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.01	0.01	0.06	0.08
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.0	7.5	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.0	0.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	9	6	105	168	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	10	7	114	183	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	310	183	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	183	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	679	860	1392			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	10	7	114	183
Volume Left	0	7	0	0
Volume Right	10	0	0	0
cSH	860	1392	1700	1700
Volume to Capacity	0.01	0.00	0.07	0.11
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	9.2	7.6	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.2	0.4		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	2637	315	39	1614	35	384	20	26	96	9	83
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%			45%		
Lane Group Flow (vph)	123	2866	342	42	1792	0	313	154	0	57	57	90
v/c Ratio	0.75	1.44	0.47	0.64	0.84		0.55	0.54		0.30	0.30	0.35
Control Delay	78.6	229.9	10.8	95.8	37.0		46.8	48.0		51.7	51.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	78.6	229.9	10.8	95.8	37.0		46.8	48.0		51.7	51.6	13.6
Queue Length 50th (ft)	94	~1105	65	33	358		120	112		42	42	0
Queue Length 95th (ft)	#191	#1192	146	#92	410		171	190		88	88	49
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	165	1988	726	66	2141		565	286		190	192	257
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.75	1.44	0.47	0.64	0.84		0.55	0.54		0.30	0.30	0.35

Intersection Summary
Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	2064	499	60	3123	62	413	15	29	127	25	131
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%			41%		
Lane Group Flow (vph)	148	2243	542	65	3462	0	332	165	0	81	84	142
v/c Ratio	1.44	1.13	0.65	0.98	1.46		0.59	0.58		0.43	0.44	0.48
Control Delay	282.9	96.1	9.8	164.4	239.8		47.7	49.4		55.4	55.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	282.9	96.1	9.8	164.4	239.8		47.7	49.4		55.4	55.6	15.6
Queue Length 50th (ft)	~156	~737	65	51	~1076		128	120		61	64	7
Queue Length 95th (ft)	#291	#831	189	#147	#1138		181	204		116	120	69
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	103	1988	836	66	2365		565	286		190	193	293
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.44	1.13	0.65	0.98	1.46		0.59	0.58		0.43	0.44	0.48

Intersection Summary
Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	80	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	87	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	409	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	409	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	94			
cM capacity (veh/h)	563	909	1444			

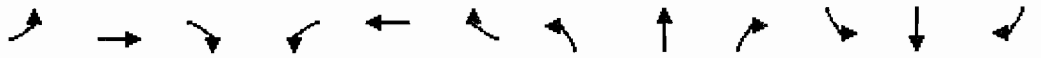
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	87	96	139
Volume Left	0	87	0	0
Volume Right	65	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.07	0.06	0.06	0.08
Queue Length 95th (ft)	6	5	0	0
Control Delay (s)	9.3	7.7	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	3.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	108	105	168	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	117	114	183	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	532	183	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	532	183	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	85	92			
cM capacity (veh/h)	466	860	1392			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	117	114	183
Volume Left	0	117	0	0
Volume Right	125	0	0	0
cSH	860	1392	1700	1700
Volume to Capacity	0.15	0.08	0.07	0.11
Queue Length 95th (ft)	13	7	0	0
Control Delay (s)	9.9	7.8	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.9	4.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	36.1%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	2726	339	48	1821	35	389	20	28	96	9	83
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%			45%		
Lane Group Flow (vph)	123	2963	368	52	2017	0	317	158	0	57	57	90
v/c Ratio	0.96	1.49	0.50	0.79	0.89		0.56	0.55		0.30	0.30	0.35
Control Delay	124.9	251.1	11.7	119.1	37.8		47.0	48.2		51.7	51.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	124.9	251.1	11.7	119.1	37.8		47.0	48.2		51.7	51.6	13.6
Queue Length 50th (ft)	97	~1162	77	41	411		121	114		42	42	0
Queue Length 95th (ft)	#221	#1248	164	#116	467		173	194		88	88	49
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	128	1988	731	66	2275		565	287		190	192	257
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.96	1.49	0.50	0.79	0.89		0.56	0.55		0.30	0.30	0.35

Intersection Summary

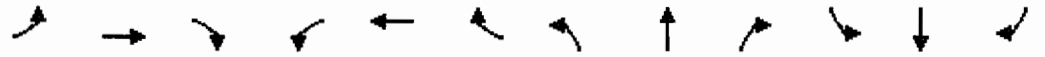
Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

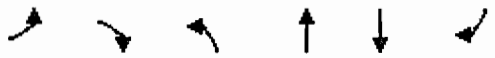


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	2291	574	87	3287	62	462	15	47	127	25	131
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							24%			41%		
Lane Group Flow (vph)	148	2490	624	95	3640	0	382	187	0	81	84	142
v/c Ratio	1.44	1.25	0.74	1.44	1.54		0.68	0.65		0.43	0.44	0.49
Control Delay	282.9	148.1	13.9	305.0	272.6		50.6	52.0		55.4	55.6	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	282.9	148.1	13.9	305.0	272.6		50.6	52.0		55.4	55.6	17.2
Queue Length 50th (ft)	~156	~883	122	~100	~1161		151	136		61	64	11
Queue Length 95th (ft)	#291	#975	285	#213	#1221		209	227		116	120	74
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	103	1988	844	66	2365		565	287		190	193	288
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.44	1.25	0.74	1.44	1.54		0.68	0.65		0.43	0.44	0.49

Intersection Summary
Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

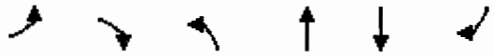
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	80	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	87	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	409	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	409	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	94			
cM capacity (veh/h)	563	909	1444			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	87	96	139
Volume Left	0	87	0	0
Volume Right	65	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.07	0.06	0.06	0.08
Queue Length 95th (ft)	6	5	0	0
Control Delay (s)	9.3	7.7	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	3.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	108	105	165	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	117	114	179	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	528	179	179			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528	179	179			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	92			
cM capacity (veh/h)	468	863	1396			

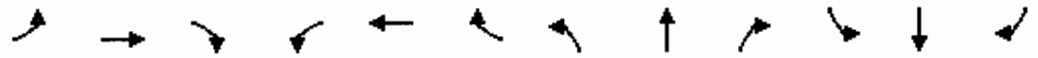
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	117	114	179
Volume Left	0	117	0	0
Volume Right	125	0	0	0
cSH	863	1396	1700	1700
Volume to Capacity	0.14	0.08	0.07	0.11
Queue Length 95th (ft)	13	7	0	0
Control Delay (s)	9.9	7.8	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.9	4.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

Project-Related Improvements
Plus Optional Secondary Access

Queues
9: East Coast Highway & Bayside Drive

6/24/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	2421	300	37	1481	30	383	20	25	52	9	65
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%			42%		
Lane Group Flow (vph)	83	2632	326	40	1643	0	312	153	0	33	34	71
v/c Ratio	0.47	1.32	0.45	0.61	0.78		0.55	0.53		0.17	0.18	0.30
Control Delay	58.7	178.8	9.5	92.1	35.4		46.8	47.9		48.7	48.7	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.7	178.8	9.5	92.1	35.4		46.8	47.9		48.7	48.7	14.1
Queue Length 50th (ft)	61	~967	52	31	320		119	110		24	25	0
Queue Length 95th (ft)	115	#1057	128	#87	368		170	189		57	58	43
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	178	1988	730	66	2096		565	286		190	193	240
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.47	1.32	0.45	0.61	0.78		0.55	0.53		0.17	0.18	0.30

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

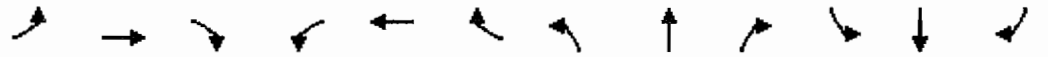
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
9: East Coast Highway & Bayside Drive

6/24/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	1886	473	57	2860	54	410	15	29	56	25	102
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%			29%		
Lane Group Flow (vph)	116	2050	514	62	3168	0	330	164	0	43	45	111
v/c Ratio	1.27	1.03	0.61	0.94	1.31		0.58	0.57		0.23	0.23	0.40
Control Delay	229.9	60.8	7.7	152.3	174.7		47.6	49.3		49.9	49.9	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	229.9	60.8	7.7	152.3	174.7		47.6	49.3		49.9	49.9	13.2
Queue Length 50th (ft)	~114	~623	40	49	~925		127	119		31	33	0
Queue Length 95th (ft)	#236	#719	142	#140	#992		180	202		70	72	53
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	91	1988	845	66	2410		565	286		190	196	275
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.27	1.03	0.61	0.94	1.31		0.58	0.57		0.23	0.23	0.40

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

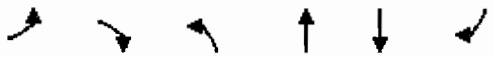
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	75	50	66	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	82	54	72	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	289		72	72		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	289		72	72		
tC, single (s)	6.4		6.2	4.1		
tC, 2 stage (s)						
tF (s)	3.5		3.3	2.2		
p0 queue free %	100		93	95		
cM capacity (veh/h)	664		991	1528		

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	82	54	72
Volume Left	0	82	0	0
Volume Right	65	0	0	0
cSH	991	1528	1700	1700
Volume to Capacity	0.07	0.05	0.03	0.04
Queue Length 95th (ft)	5	4	0	0
Control Delay (s)	8.9	7.5	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	8.9	4.5		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	101	75	68	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	110	82	74	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	375	74	74			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	375	74	74			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	87	93			
cM capacity (veh/h)	581	988	1526			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	110	82	74
Volume Left	0	110	0	0
Volume Right	125	0	0	0
cSH	988	1526	1700	1700
Volume to Capacity	0.13	0.07	0.05	0.04
Queue Length 95th (ft)	11	6	0	0
Control Delay (s)	9.2	7.5	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.2	4.3		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

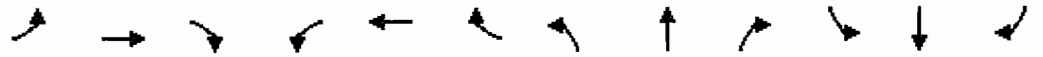
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	2637	315	39	1614	16	384	13	26	74	5	54
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%			47%		
Lane Group Flow (vph)	73	2866	342	42	1771	0	309	150	0	42	43	59
v/c Ratio	0.44	1.44	0.47	0.64	0.83		0.55	0.52		0.22	0.22	0.26
Control Delay	59.1	229.9	10.8	95.8	36.5		46.7	47.2		49.8	49.8	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	59.1	229.9	10.8	95.8	36.5		46.7	47.2		49.8	49.8	14.7
Queue Length 50th (ft)	54	~1105	65	33	352		118	107		30	31	0
Queue Length 95th (ft)	104	#1192	146	#92	403		168	184		68	70	40
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	165	1988	726	66	2144		565	286		190	192	230
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.44	1.44	0.47	0.64	0.83		0.55	0.52		0.22	0.22	0.26

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	2073	499	60	3133	24	413	8	29	94	16	67
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							27%			42%		
Lane Group Flow (vph)	86	2253	542	65	3431	0	328	162	0	59	60	73
v/c Ratio	0.83	1.13	0.65	0.98	1.45		0.58	0.57		0.31	0.31	0.30
Control Delay	107.9	98.2	9.9	164.4	233.3		47.5	49.1		52.0	51.9	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	107.9	98.2	9.9	164.4	233.3		47.5	49.1		52.0	51.9	14.1
Queue Length 50th (ft)	67	~743	66	51	~1061		126	117		44	45	0
Queue Length 95th (ft)	#164	#838	190	#147	#1124		179	200		89	91	44
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	103	1988	836	66	2368		565	285		190	193	242
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.83	1.13	0.65	0.98	1.45		0.58	0.57		0.31	0.31	0.30

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	5	8	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	9	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	252	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	252	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	732	909	1444			

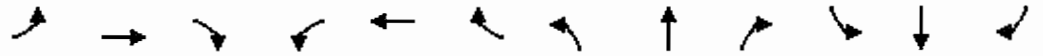
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	5	9	96	139
Volume Left	0	9	0	0
Volume Right	5	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.01	0.01	0.06	0.08
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.0	7.5	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.0	0.6		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	9	6	105	168	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	10	7	114	183	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	310	183	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	183	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	679	860	1392			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	10	7	114	183
Volume Left	0	7	0	0
Volume Right	10	0	0	0
cSH	860	1392	1700	1700
Volume to Capacity	0.01	0.00	0.07	0.11
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	9.2	7.6	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.2	0.4		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		



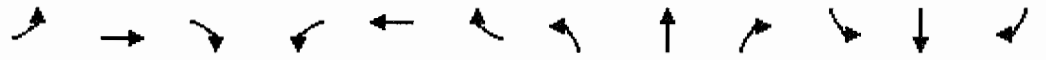
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	2637	315	39	1619	31	384	20	26	96	9	83
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%			45%		
Lane Group Flow (vph)	123	2866	342	42	1794	0	313	154	0	57	57	90
v/c Ratio	0.75	1.44	0.47	0.64	0.84		0.55	0.54		0.30	0.30	0.35
Control Delay	78.6	229.9	10.8	95.8	37.0		46.8	48.0		51.7	51.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	78.6	229.9	10.8	95.8	37.0		46.8	48.0		51.7	51.6	13.6
Queue Length 50th (ft)	94	~1105	65	33	359		120	112		42	42	0
Queue Length 95th (ft)	#191	#1192	146	#92	411		171	190		88	88	49
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	165	1988	726	66	2140		565	286		190	192	257
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.75	1.44	0.47	0.64	0.84		0.55	0.54		0.30	0.30	0.35

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	2064	499	60	3130	55	413	15	29	127	25	131
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							26%			41%		
Lane Group Flow (vph)	148	2243	542	65	3462	0	332	165	0	81	84	142
v/c Ratio	1.44	1.13	0.65	0.98	1.46		0.59	0.58		0.43	0.44	0.48
Control Delay	282.9	96.1	9.8	164.4	240.0		47.7	49.4		55.4	55.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	282.9	96.1	9.8	164.4	240.0		47.7	49.4		55.4	55.6	15.6
Queue Length 50th (ft)	~156	~737	65	51	~1076		128	120		61	64	7
Queue Length 95th (ft)	#291	#831	189	#147	#1138		181	204		116	120	69
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	103	1988	836	66	2364		565	286		190	193	293
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.44	1.13	0.65	0.98	1.46		0.59	0.58		0.43	0.44	0.48

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	75	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	82	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	398	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	398	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	94			
cM capacity (veh/h)	573	909	1444			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	82	96	139
Volume Left	0	82	0	0
Volume Right	65	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.07	0.06	0.06	0.08
Queue Length 95th (ft)	6	4	0	0
Control Delay (s)	9.3	7.6	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	3.5		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	101	105	168	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	110	114	183	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	516	183	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	516	183	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	85	92			
cM capacity (veh/h)	478	860	1392			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	110	114	183
Volume Left	0	110	0	0
Volume Right	125	0	0	0
cSH	860	1392	1700	1700
Volume to Capacity	0.15	0.08	0.07	0.11
Queue Length 95th (ft)	13	6	0	0
Control Delay (s)	9.9	7.8	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.9	3.8		0.0
Approach LOS	A			

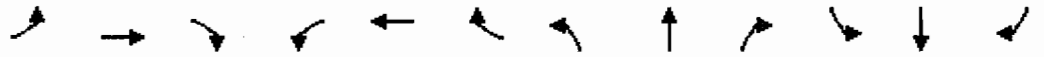
Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	2726	339	48	1826	31	389	20	28	96	9	83
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							25%			45%		
Lane Group Flow (vph)	123	2963	368	52	2019	0	317	158	0	57	57	90
v/c Ratio	0.96	1.49	0.50	0.79	0.89		0.56	0.55		0.30	0.30	0.35
Control Delay	124.9	251.1	11.7	119.1	37.9		47.0	48.2		51.7	51.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	124.9	251.1	11.7	119.1	37.9		47.0	48.2		51.7	51.6	13.6
Queue Length 50th (ft)	97	~1162	77	41	412		121	114		42	42	0
Queue Length 95th (ft)	#221	#1248	164	#116	468		173	194		88	88	49
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	128	1988	731	66	2275		565	287		190	192	257
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.96	1.49	0.50	0.79	0.89		0.56	0.55		0.30	0.30	0.35

Intersection Summary
Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	2291	574	87	3294	55	462	15	47	127	25	131
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Storage Length (ft)	425		0	260		0	0		0	80		80
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	90		25	90		25	25		25	40		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			533			528			222	
Travel Time (s)		11.6			12.1			12.0			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							24%			41%		
Lane Group Flow (vph)	148	2490	624	95	3640	0	382	187	0	81	84	142
v/c Ratio	1.44	1.25	0.74	1.44	1.54		0.68	0.65		0.43	0.44	0.49
Control Delay	282.9	148.1	13.9	305.0	272.0		50.6	52.0		55.4	55.6	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	282.9	148.1	13.9	305.0	272.0		50.6	52.0		55.4	55.6	17.2
Queue Length 50th (ft)	~156	~883	122	~100	~1160		151	136		61	64	11
Queue Length 95th (ft)	#291	#975	285	#213	#1220		209	227		116	120	74
Internal Link Dist (ft)		432			453			448			142	
Turn Bay Length (ft)	425			260						80		80
Base Capacity (vph)	103	1988	844	66	2367		565	287		190	193	288
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.44	1.25	0.74	1.44	1.54		0.68	0.65		0.43	0.44	0.49

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	75	88	128	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	82	96	139	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	398	139	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	398	139	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	94			
cM capacity (veh/h)	573	909	1444			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	65	82	96	139
Volume Left	0	82	0	0
Volume Right	65	0	0	0
cSH	909	1444	1700	1700
Volume to Capacity	0.07	0.06	0.06	0.08
Queue Length 95th (ft)	6	4	0	0
Control Delay (s)	9.3	7.6	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	3.5		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	115	101	105	165	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	125	110	114	179	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				222		
pX, platoon unblocked						
vC, conflicting volume	513	179	179			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	513	179	179			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	92			
cM capacity (veh/h)	480	863	1396			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	110	114	179
Volume Left	0	110	0	0
Volume Right	125	0	0	0
cSH	863	1396	1700	1700
Volume to Capacity	0.14	0.08	0.07	0.11
Queue Length 95th (ft)	13	6	0	0
Control Delay (s)	9.9	7.8	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.9	3.8		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

Project Driveway Volume Worksheets

Back Bay Landing
Existing Plus Project
Morning Peak Hour - Existing Geometry

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

Intersection #20 Bayside Drive (NS) at Project Driveway (EW)

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[8.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	8	50	0	0	66	0	0	0	5	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:	8	50	0	0	66	0	0	0	5	0	0	0
Added Vol:	72	0	0	0	0	0	0	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	50	0	0	66	0	0	0	60	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:	80	50	0	0	66	0	0	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	50	0	0	66	0	0	0	60	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	66	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	66	xxxx	xxxx	xxxxx
Potent Cap.:	1549	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1003	xxxx	xxxx	xxxxx
Move Cap.:	1549	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1003	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Back Bay Landing
Existing Plus Project
Evening Peak Hour - Existing Geometry

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

Intersection #20 Bayside Drive (NS) at Project Driveway (EW)

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	6	75	0	0	68	0	0	0	9	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:	6	75	0	0	68	0	0	0	9	0	0	0
Added Vol:	83	0	0	0	0	0	0	0	95	0	0	0
PasserByVol:	19	0	0	0	0	0	0	0	11	0	0	0
Initial Fut:	108	75	0	0	68	0	0	0	115	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:	108	75	0	0	68	0	0	0	115	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	108	75	0	0	68	0	0	0	115	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	68 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		68	xxxx	xxxx	xxxxx
Potent Cap.:	1546 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1001	xxxx	xxxx	xxxxx
Move Cap.:	1546 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1001	xxxx	xxxx	xxxxx
Volume/Cap:	0.07 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.11	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.4	xxxx	xxxx	xxxxx
Control Del:	7.5 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Back Bay Landing
TPO Analysis Without Project
Morning Peak Hour - Existing Geometry

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

Intersection #20 Bayside Drive (NS) at Project Driveway (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[8.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 1	0 0		0 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	8	88	0	0	128	0	0	0	5	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:	8	88	0	0	128	0	0	0	5	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:	8	88	0	0	128	0	0	0	5	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:	8	88	0	0	128	0	0	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	88	0	0	128	0	0	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	128	xxxx	xxxx	xxxxx
Potent Cap.:	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	927	xxxx	xxxx	xxxxx
Move Cap.:	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	927	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Back Bay Landing
TPO Analysis Without Project
Evening Peak Hour - Existing Geometry

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

Intersection #20 Bayside Drive (NS) at Project Driveway (EW)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	6	105	0	0	168	0	0	0	9	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:	6	105	0	0	168	0	0	0	9	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:	6	105	0	0	168	0	0	0	9	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:	6	105	0	0	168	0	0	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	105	0	0	168	0	0	0	9	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	168	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	168	xxxx	xxxx	xxxxx
Potent Cap.:	1422	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	881	xxxx	xxxx	xxxxx
Move Cap.:	1422	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	881	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Back Bay Landing
TPO Analysis With Project
Morning Peak Hour - Existing Geometry

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

Intersection #20 Bayside Drive (NS) at Project Driveway (EW)

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	0		0	0	1	0	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	88	0				0	128	0				0	0	5				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:	8	88	0				0	128	0				0	0	5				0	0	0			
Added Vol:	72	0	0				0	0	0				0	0	55				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	80	88	0				0	128	0				0	0	60				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:	80	88	0				0	128	0				0	0	60				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	80	88	0				0	128	0				0	0	60				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																								
Cnflict Vol:	128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					128	xxxx	xxxx	xxxxx								
Potent Cap.:	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					927	xxxx	xxxx	xxxxx								
Move Cap.:	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					927	xxxx	xxxx	xxxxx								
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.06	xxxx	xxxx	xxxx								
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					0.2	xxxx	xxxx	xxxxx								
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					9.2	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*					A	*	*	*								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx														
ApproachLOS:	*			*			A			*														

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

Back Bay Landing
TPO Analysis With Project
Evening Peak Hour - Existing Geometry

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

Intersection #20 Bayside Drive (NS) at Project Driveway (EW)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	0		0	0	1	0	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	6	105	0				0	168	0				0	0	9				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:	6	105	0				0	168	0				0	0	9				0	0	0			
Added Vol:	83	0	0				0	0	0				0	0	95				0	0	0			
PasserByVol:	19	0	0				0	0	0				0	0	11				0	0	0			
Initial Fut:	108	105	0				0	168	0				0	0	115				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:	108	105	0				0	168	0				0	0	115				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	108	105	0				0	168	0				0	0	115				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																								
Cnflict Vol:	168	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					168	xxxx	xxxx	xxxxx								
Potent Cap.:	1422	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					881	xxxx	xxxx	xxxxx								
Move Cap.:	1422	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					881	xxxx	xxxx	xxxxx								
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.13	xxxx	xxxx	xxxx								
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					0.4	xxxx	xxxx	xxxxx								
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					9.7	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*					A	*	*	*								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx														
ApproachLOS:	*			*			A			*														

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

Back Bay Landing
CEQA Analysis With Project
Morning Peak Hour - Existing Geometry

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

Intersection #20 Bayside Drive (NS) at Project Driveway (EW)

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 0			0 0 1 0 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	8	88	0	0	128	0	0	0	5	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:	8	88	0	0	128	0	0	0	5	0	0	0
Added Vol:	72	0	0	0	0	0	0	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	88	0	0	128	0	0	0	60	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:	80	88	0	0	128	0	0	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	88	0	0	128	0	0	0	60	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	128	xxxx	xxxx	xxxxx
Potent Cap.:	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	927	xxxx	xxxx	xxxxx
Move Cap.:	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	927	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Back Bay Landing
CEQA Analysis With Project
Evening Peak Hour - Existing Geometry

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

Intersection #20 Bayside Drive (NS) at Project Driveway (EW)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0 1	0	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	6	105	0	0	168	0	0	0	9	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:	6	105	0	0	168	0	0	0	9	0	0	0
Added Vol:	83	0	0	0	0	0	0	0	95	0	0	0
PasserByVol:	19	0	0	0	0	0	0	0	11	0	0	0
Initial Fut:	108	105	0	0	168	0	0	0	115	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:	108	105	0	0	168	0	0	0	115	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	108	105	0	0	168	0	0	0	115	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	168	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	168	xxxx	xxxx	xxxxx
Potent Cap.:	1422	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	881	xxxx	xxxx	xxxxx
Move Cap.:	1422	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	881	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Kunzman Associates, Inc.

OVER 35 YEARS OF EXCELLENT SERVICE

1111 Town & Country Road, Suite 34
Orange, California 92868
(714) 973-8383

www.traffic-engineer.com

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

September 19, 2013

Ms. Socheata Chhouk, Associate Civil Engineer
CITY OF NEWPORT BEACH
100 Civic Center Drive
Newport Beach, CA 92660

Dear Ms. Chhouk:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this project alternative analysis for the Back Bay Landing project. This project alternative analysis supplements the Back Bay Landing Traffic Impact Analysis prepared by Kunzman Associates, Inc. (July 3, 2013). This analysis is a project alternative to the original traffic impact analysis, as follows:

Original Traffic Impact Analysis			Project Alternative Analysis		
Land Use	Quantity	Units	Land Use	Quantity	Units
Specialty Retail	32.859	TSF	Specialty Retail	6.400	TSF
Quality Restaurant	4.100	TSF	Quality Restaurant	4.300	TSF
High Turnover (Sit-Down) Restaurant	3.500	TSF	High Turnover (Sit-Down) Restaurant	1.600	TSF
Office	17.075	TSF	Office	9.600	TSF
Enclosed Dry Stack Storage	140	Spaces	Enclosed Dry Stack Storage	140	Spaces
Residential Condominium	49	DU	Residential Condominium	75	DU

The proposed project is the redevelopment of an approximately 7 acre site. The existing project site is currently developed as a storage space for recreational vehicles and small boats on trailers. The proposed project design includes constructing a mixed-use development including retail, restaurant, office, dry stack storage, residential, and marina land uses.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

TRIP GENERATION

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the project alternative land uses. By multiplying the trip generation rates by the land use quantities, the project generated traffic volumes are determined. Table 1 exhibits the trip generation rates, project peak hour volumes, and project daily traffic volumes. The trip generation rates are derived from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 and from the Linscott, Law, and Greenspan, Dry Stack Boat Storage: Appendix D – Trip Generation Study Data, 2007.

The project alternative is projected to generate approximately 1,441 daily vehicle trips, 83 of which occur during the morning peak hour and 107 of which occur during the evening peak hour.

It should be noted that a 43% pass-by trip reduction was applied to the restaurant land uses based upon the Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004. Diversion of the pass-by trips was accounted for at the intersection of Bayside Drive/East Coast Highway.

Because the project alternative would replace the existing storage space, the trip generation of the project alternative is equal to the net new trips between the project alternative and the existing development. The net new trips generated by the project alternative is projected to be approximately 1,402 daily vehicle trips, 80 additional trips of which occur in the morning peak hour and 99 additional trips of which occur during the evening peak hour.

CEQA ANALYSIS

The California Environmental Quality Act (CEQA) analysis (this part of the analysis is consistent with CEQA) included analysis of the study area intersections that were projected to operate at Level of Service D or worse in the July 2013 Traffic Impact Analysis.

Consistent with the City of Newport Beach approved methodology, the technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions have been calculated and are shown in Table 2. Existing + growth (Year 2017) + approved projects + cumulative projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix B.

For existing + growth (Year 2017) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E during the peak hours:

Newport Boulevard SB Ramp (NS) at:
West Coast Highway (EW) (Morning Peak Hour, Level of Service E)

Jamboree Road (NS) at:
San Joaquin Hills Road (EW) (Evening Peak Hour, Level of Service E)

Ms. Socheata Chhouk, Associate Civil Engineer
CITY OF NEWPORT BEACH
September 19, 2013

CONCLUSIONS

The intersection significance criteria for the City of Newport Beach requires an increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

As shown in Table 2 for the CEQA analysis, the project alternative generated trips did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.

Carl Ballard, LEED GA
Principal Associate

#5188a

KUNZMAN ASSOCIATES, INC.

William Kunzman, P.E.
Principal

Table 1

Project Trip Generation[1]

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	6.400	TSF	4	2	6	8	10	18	284
Quality Restaurant	4.300	TSF	3	1	4	22	11	33	387
- Pass-By (43% Evening Peak Hour)[7]			0	0	0	-9	-5	-14	-14
High Turnover (Sit-Down) Restaurant	1.600	TSF	10	9	19	11	7	18	203
- Pass-By (43% Evening Peak Hour)			0	0	0	-5	-3	-8	-8
Office	9.600	TSF	13	2	15	2	12	14	106
Enclosed Dry Stack Storage	140	Spaces	4	2	6	1	6	7	47
Residential Condominium	75	DU	5	28	33	26	13	39	436
Subtotal			39	44	83	56	51	107	1,441
Net New Trips									
Commercial			32	15	47	27	33	60	966
Residential			5	28	33	26	13	39	436
Total			37	43	80	53	46	99	1,402

[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.

Table 2

CEQA Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]				ICU Increase	
		Northbound			Southbound			Eastbound			Westbound			Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects + Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramp (NS) at:																			
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	0	0	3	1>>	0.952-E	0.866-D	0.953-E	0.868-D	+0.001	+0.002
Riverside Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	1.5	0.5	1	3	1	0.760-C	0.880-D	0.763-C	0.883-D	+0.003	+0.003
Dover Drive (NS) at:																			
West Coast Highway (EW)	TS	1	1.5	0.5	3	1	1	2	2.5	0.5	1	3	1>>	0.683-B	0.790-C	0.688-B	0.795-C	+0.005	+0.005
Bayside Drive (NS) at:																			
East Coast Highway (EW)	TS	2.3	0.3	0.3	1	0.5	0.5	1	3	1	1	3.5	0.5	0.734-C	0.734-C	0.749-C	0.775-C	+0.015	+0.041
Jamboree Road (NS) at:																			
San Joaquin Hills Road (EW)	TS	1	3	1>>	2	3	1>>	1.5	1.5	1	1.5	1.5	1	0.680-B	0.961-E	0.682-B	0.963-E	+0.002	+0.002
East Coast Highway (EW)	TS	1	1.5	0.5	1	2	1>>	3	3.5	0.5	2	4	1	0.661-B	0.828-D	0.664-B	0.831-D	+0.003	+0.003

[1] ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).

[2] L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane

[3] TS = Traffic Signal

[4] Intersection is located on the City boundary line of Costa Mesa and Newport Beach.

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS: One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual, little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is

added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing + Growth (Year 2017) + Approved Projects + Cumulative Projects + Project

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	419	0	315	0	2069	174	0	874	348
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	440	0	331	0	2172	183	0	918	365
Added Vol:	0	0	0	7	0	0	0	116	0	0	171	7
PasserByVol:	0	0	0	26	0	35	0	31	4	0	46	2
Initial Fut:	0	0	0	473	0	366	0	2319	187	0	1135	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	473	0	366	0	2319	0	0	1135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	473	0	366	0	2319	0	0	1135	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	473	0	366	0	2319	0	0	1135	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.23	0.00	0.72	0.00	0.00	0.24	0.00
Crit Moves:						****		****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #1 Newport Boulevard (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	595	0	459	0	1387	148	0	1763	515
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	625	0	482	0	1456	155	0	1851	541
Added Vol:	0	0	0	17	0	6	0	218	0	0	191	14
PasserByVol:	0	0	0	41	0	19	0	90	7	0	51	11
Initial Fut:	0	0	0	683	0	507	0	1764	162	0	2093	566
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	683	0	507	0	1764	0	0	2093	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	683	0	507	0	1764	0	0	2093	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	683	0	507	0	1764	0	0	2093	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.32	0.00	0.55	0.00	0.00	0.44	0.00
Crit Moves:						****		****			****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	3	3	1	86	3	412	349	1900	12	8	1095	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	3	1	86	3	412	366	1995	13	8	1150	67
Added Vol:	0	0	0	2	0	14	33	98	0	0	171	0
PasserByVol:	0	0	0	1	0	0	0	128	0	0	94	0
Initial Fut:	3	3	1	89	3	426	399	2221	13	8	1415	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:	3	3	1	89	3	426	399	2221	13	8	1415	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	1	89	3	426	399	2221	13	8	1415	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:	3	3	1	89	3	426	399	2221	13	8	1415	67
OvlAdjVol:						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:	0.43	0.43	0.14	0.97	0.03	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	686	686	229	1548	52	1600	1600	3182	18	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.27	0.25	0.70	0.70	0.01	0.29	0.04
OvlAdjV/S:						0.02						
Crit Moves:	****			****				****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #2 Riverside Avenue (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	0 (Y+R=0.0 sec)	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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	14	3	13	114	3	453	270	1410	17	42	2263	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	3	13	114	3	453	284	1481	18	44	2376	56
Added Vol:	0	0	0	5	0	44	30	222	0	0	173	4
PasserByVol:	0	0	0	2	0	0	0	142	0	0	155	1
Initial Fut:	14	3	13	121	3	497	314	1845	18	44	2704	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	13	121	3	497	314	1845	18	44	2704	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	13	121	3	497	314	1845	18	44	2704	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	3	13	121	3	497	314	1845	18	44	2704	61
OvlAdjVol:						184						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.10	0.43	0.98	0.02	1.00	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	747	160	693	1561	39	1600	1600	3169	31	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.08	0.31	0.20	0.58	0.58	0.03	0.56	0.04
OvlAdjV/S:						0.11						
Crit Moves:	****					****	****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	24	45	42	904	44	182	144	1825	21	17	1205	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	24	45	42	904	44	182	151	1916	22	18	1265	718
Added Vol:	0	0	0	38	0	2	3	97	0	0	169	61
PasserByVol:	0	0	0	19	0	9	9	120	0	0	86	9
Initial Fut:	24	45	42	961	44	193	163	2133	22	18	1520	788
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:	24	45	42	961	44	193	163	2133	22	18	1520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	42	961	44	193	163	2133	22	18	1520	0
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:	24	45	42	961	44	193	163	2133	22	18	1520	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.03	0.97	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1655	1545	4800	1600	1600	3200	4751	49	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.20	0.03	0.12	0.05	0.45	0.45	0.01	0.32	0.00
Crit Moves:		****		****				****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #8 Dover Drive (NS) at West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	16	32	50	840	49	136	119	1477	22	48	2054	1170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	16	32	50	840	49	136	125	1551	23	50	2157	1229
Added Vol:	0	0	0	102	0	5	3	225	0	0	171	67
PasserByVol:	0	0	0	13	0	16	27	123	0	0	150	26
Initial Fut:	16	32	50	955	49	157	155	1899	23	50	2478	1322
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	32	50	955	49	157	155	1899	23	50	2478	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	32	50	955	49	157	155	1899	23	50	2478	0
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	32	50	955	49	157	155	1899	23	50	2478	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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:	0.01	0.02	0.03	0.20	0.03	0.10	0.05	0.40	0.40	0.03	0.52	0.00
Crit Moves:			****	****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	383	13	25	30	5	36	30	2421	300	37	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	383	13	25	30	5	36	32	2542	315	39	1550	16
Added Vol:	5	3	2	23	2	18	22	89	24	9	207	12
PasserByVol:	1	0	1	44	0	18	35	95	0	0	64	0
Initial Fut:	389	16	28	97	7	72	89	2726	339	48	1821	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	16	28	97	7	72	89	2726	339	48	1821	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	16	28	97	7	72	89	2726	339	48	1821	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	16	28	97	7	72	89	2726	339	48	1821	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.70	0.11	0.19	1.00	0.09	0.91	1.00	3.00	1.00	1.00	3.94	0.06
Final Sat.:	4312	177	310	1600	142	1458	1600	4800	1600	1600	6304	96
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.05	0.05	0.06	0.57	0.21	0.03	0.29	0.29
Crit Moves:	****			****				****		****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #9 Bayside Drive (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	410	8	29	23	16	38	50	1895	473	57	2863	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	410	8	29	23	16	38	53	1990	497	60	3006	24
Added Vol:	49	3	18	17	3	25	25	227	75	27	164	25
PasserByVol:	3	0	0	77	0	34	35	74	2	0	117	10
Initial Fut:	462	11	47	117	19	97	113	2291	574	87	3287	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:	462	11	47	117	19	97	113	2291	574	87	3287	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	11	47	117	19	97	113	2291	574	87	3287	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:	462	11	47	117	19	97	113	2291	574	87	3287	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:	2.67	0.06	0.27	1.00	0.16	0.84	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4265	102	434	1600	262	1338	1600	4800	1600	1600	6287	113
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.07	0.07	0.48	0.36	0.05	0.52	0.52
Crit Moves:		****			****			****			****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	2 0 3	0	1	1 1 1	0	1	1 1 1	0	1
Volume Module:												
Base Vol:	26 1110		140	744 1604		78	299	38	58	123	8	17
Growth Adj:	1.05 1.05		1.05	1.05 1.05		1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27 1166		147	781 1684		82	299	38	58	123	8	17
Added Vol:	0 142		3	0 66		0	0	0	0	4	0	0
PasserByVol:	0 75		4	45 141		0	0	0	0	10	0	41
Initial Fut:	27 1383		154	826 1891		82	299	38	58	137	8	58
User Adj:	1.00 1.00		0.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27 1383		0	826 1891		0	299	38	58	137	8	58
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	27 1383		0	826 1891		0	299	38	58	137	8	58
PCE Adj:	1.00 1.00		0.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27 1383		0	826 1891		0	299	38	58	137	8	58
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00		1.00	2.00 3.00		1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600 4800		1600	3200 4800		1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02 0.29		0.00	0.26 0.39		0.00	0.09	0.02	0.04	0.04	0.01	0.04
Crit Moves:	****			****			****			****		

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #10 Jamboree Road (NS) at San Joaquin Hills Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	55	1289	131	514	1525	164	89	36	13	178	46	572
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1353	138	540	1601	172	89	36	13	178	46	572
Added Vol:	0	113	6	0	155	0	0	0	0	8	0	0
PasserByVol:	1	101	8	46	116	0	1	4	0	8	0	108
Initial Fut:	59	1567	152	586	1872	172	90	40	13	194	46	680
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1567	0	586	1872	0	90	40	13	194	46	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1567	0	586	1872	0	90	40	13	194	46	680
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1567	0	586	1872	0	90	40	13	194	46	680
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.00	0.18	0.39	0.00	0.03	0.03	0.01	0.06	0.03	0.43
Crit Moves:		****			****			****				****

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	3 0	3	1 0	2 0	4	0 1
Volume Module:												
Base Vol:	17	340	88	192	291	594	788	1557	19	76	921	102
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	17	340	88	202	306	624	827	1635	20	80	967	107
Added Vol:	0	0	0	38	17	15	15	66	0	0	200	129
PasserByVol:	0	1	1	6	1	116	52	84	1	1	49	1
Initial Fut:	17	341	89	246	324	755	894	1785	21	81	1216	237
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	341	89	246	324	0	894	1785	21	81	1216	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	341	89	246	324	0	894	1785	21	81	1216	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	341	89	246	324	0	894	1785	21	81	1216	237
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2538	662	1600	3200	1600	4800	6326	74	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.15	0.10	0.00	0.19	0.28	0.28	0.03	0.19	0.15
Crit Moves:		****		****			****				****	

Back Bay Landing
Existing+Growth (Year 2017)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #12 Jamboree Road (NS) at East Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	0 (Y+R=0.0 sec)	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	41	290	79	179	417	856	723	1589	60	132	1729	205
Growth Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	41	290	79	188	438	899	759	1668	63	139	1815	215
Added Vol:	0	16	0	128	0	35	26	207	0	0	138	77
PasserByVol:	1	1	4	8	3	78	94	62	0	5	120	10
Initial Fut:	42	307	83	324	441	1012	879	1937	63	144	2073	302
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	307	83	324	441	0	879	1937	63	144	2073	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	307	83	324	441	0	879	1937	63	144	2073	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	307	83	324	441	0	879	1937	63	144	2073	302
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	3.00	3.87	0.13	2.00	4.00	1.00
Final Sat.:	1600	2519	681	1600	3200	1600	4800	6198	202	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.20	0.14	0.00	0.18	0.31	0.31	0.04	0.32	0.19
Crit Moves:		****		****			****				****	