



**KUNZMAN ASSOCIATES, INC.**

**AUTONATION PORSCHE DEALERSHIP**

**TRAFFIC IMPACT ANALYSIS**

**June 3, 2016**



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## EXECUTIVE SUMMARY

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The purpose of this report is to provide an assessment of potential traffic impacts resulting from development of the proposed AutoNation Porsche Dealership project and, if necessary, to identify mitigation measures needed to reduce traffic impacts to a less than significant level. The traffic issues related to the proposed project have been evaluated in the context of the California Environmental Quality Act (CEQA).

The City of Newport Beach is the lead agency responsible for preparation of the traffic impact analysis, in accordance with CEQA authorizing legislation. The proposed project is expected to be completed in year 2018. In accordance with City of Newport Beach policy, this report analyzes traffic impacts for one year after completion in year 2019, at which time the proposed project will be generating trips at its ultimate potential. 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.

### A. Project Description

The project site is located at 320 to 600 West Coast Highway in the City of Newport Beach. The project site is currently developed with 11,660 square feet of specialty retail and 1,152 square feet of automobile sales that will be displaced by the proposed project. The proposed project consists of redeveloping the project site with 37,954 square feet automobile sales land use. Project access will be provided at West Coast Highway via two proposed driveways; the west project driveway will be full access and the east project driveway will be right-in/right-out only.

### B. Traffic Conditions

The study area intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions (see Table 1).

The proposed project is forecast to generate a net increase of approximately 672 daily trips, 73 additional trips of which will occur during the morning peak hour and 64 additional trips of which will occur during the evening peak hour (see Table 2).

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions. The proposed project is forecast to result in no significant traffic impacts for Existing Plus Project traffic conditions based on the City-established thresholds of significance (see Table 3).

The study intersections requiring Intersection Capacity Utilization analysis are projected to operate within acceptable Levels of Service during the peak hours for TPO Year 2019 Without and With Project traffic conditions, with the exception of the Newport Boulevard Southbound Ramps/West Coast Highway which is forecast to operate at Level of Service E during the morning peak hour. The proposed project is forecast to result in no significant traffic impacts for TPO Year 2019 With Project traffic conditions based on the City-established thresholds of significance (see Table 5).

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative Year 2019 Without and With Project traffic conditions, with the exception of the following study intersections:

Newport Boulevard Southbound Ramps (NS) at:  
West Coast Highway (EW) – Morning Peak Hour Only

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

As also shown in Table 6, the proposed project is forecast to result in no significant traffic impacts for Cumulative Year 2019 With Project traffic conditions based on the City-established thresholds of significance.

The State Highway study intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project and Cumulative Year 2019 With Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for Existing Plus Project and Cumulative Year 2019 With Project traffic conditions (see Table 7).

**C. Off-Site Improvements**

No off-site intersection improvements were identified since the proposed project is forecast to result in no significant traffic impacts at the study intersections for the scenarios analyzed.

**D. Recommendations**

Site-specific circulation and access recommendations are depicted on Figure 24.

Construct West Coast Highway along the project site frontage at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, as required by the City.

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

Sight distance at project access points shall comply with applicable City of Newport Beach/Caltrans sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

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.

The project applicant shall prepare a Final Construction Management Plan to be approved by the City of Newport Beach Community Development and Public Works Departments prior to the issuance of building permits.



## **I. INTRODUCTION**

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This section discusses the project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

### **A. Purpose and Objectives**

The purpose of this report is to provide an assessment of potential traffic impacts resulting from development of the proposed AutoNation Porsche Dealership project. The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA).

The City of Newport Beach is the lead agency responsible for preparation of the traffic impact analysis, in accordance with CEQA authorizing legislation. The proposed project is expected to be completed in year 2018. In accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), this report analyzes traffic impacts for one year after project completion in year 2019. In addition to the City of Newport Beach TPO analysis, this traffic study analyzes existing plus project conditions and cumulative traffic conditions consistent with CEQA requirements.

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.

### **B. Project Description**

The project site is located at 320 to 600 West Coast Highway in the City of Newport Beach. The project site is currently developed with 11,660 square feet of specialty retail and 1,152 square feet of automobile sales that will be displaced by the proposed project. The proposed project consists of redeveloping the project site with 37,954 square feet automobile sales land use. Project access will be provided at West Coast Highway via two proposed driveways; the west project driveway will be full access and the east project driveway will be right-in/right-out only.

### **C. Study Area**

Based on scoping discussions with City staff, the study area consists of the following 13 study intersections within City of Newport Beach, City of Costa Mesa, and California Department of Transportation (Caltrans) jurisdiction:

Newport Boulevard Southbound Ramps (NS)<sup>1</sup> at:  
West Coast Highway (EW) – City of Newport Beach/Caltrans

Riverside Avenue (NS) at:  
West Coast Highway (EW) – City of Newport Beach/Caltrans

---

<sup>1</sup> (NS) = North-South roadway; (EW) = East-West roadway

Tustin Avenue (NS) at:  
West Coast Highway (EW) – City of Newport Beach/Caltrans

Irvine Avenue (NS) at:  
19th Street/Dover Drive (EW) – Cities of Newport Beach/Costa Mesa  
17th Street/Westcliff Drive (EW) – Cities of Newport Beach/Costa Mesa

Dover Drive (NS) at:  
Westcliff Drive (EW) – City of Newport Beach  
16th Street (EW) – City of Newport Beach  
West Coast Highway (EW) – City of Newport Beach/Caltrans

Bayside Drive (NS) at:  
East Coast Highway (EW) – City of Newport Beach/Caltrans

Jamboree Road (NS) at:  
East Coast Highway (EW) – City of Newport Beach/Caltrans

Newport Center Drive (NS) at:  
East Coast Highway (EW) – City of Newport Beach

Avocado Avenue (NS) at:  
East Coast Highway (EW) – City of Newport Beach

MacArthur Boulevard (NS) at:  
East Coast Highway (EW) – City of Newport Beach

The study intersections are analyzed in accordance with the methodologies and significance criteria required by the respective jurisdictions. If the intersection is located in multiple jurisdictions, the methodologies and significance criteria for each jurisdiction are applied.

#### **D. Analysis Scenarios**

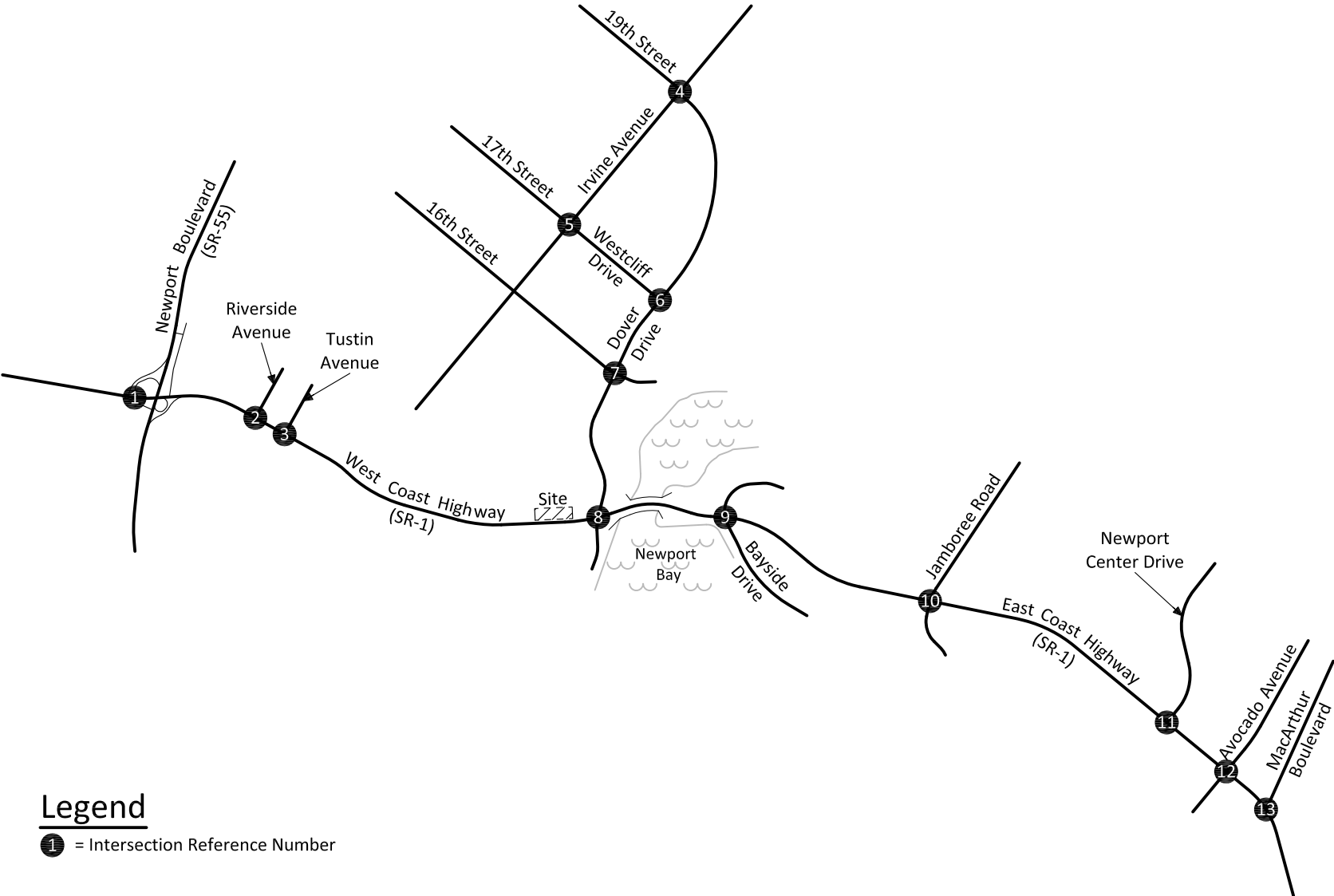
In accordance with CEQA and City of Newport Beach requirements, the following scenarios are analyzed:

- Existing Conditions;
- Existing Plus Project Conditions<sup>2</sup>;
- TPO Year 2019 Without Project Conditions;
- TPO Year 2109 With Project Conditions;
- Cumulative Year 2019 Without Project Conditions; and
- Cumulative Year 2019 With Project Conditions.

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<sup>2</sup> The existing plus project conditions has been analyzed to comply with the Sunnyvale West Neighborhood Association v. City of Sunnyvale CEQA court case. This scenario assumes the full development of the proposed project and full absorption of the proposed project trips on the circulation system at the present time.

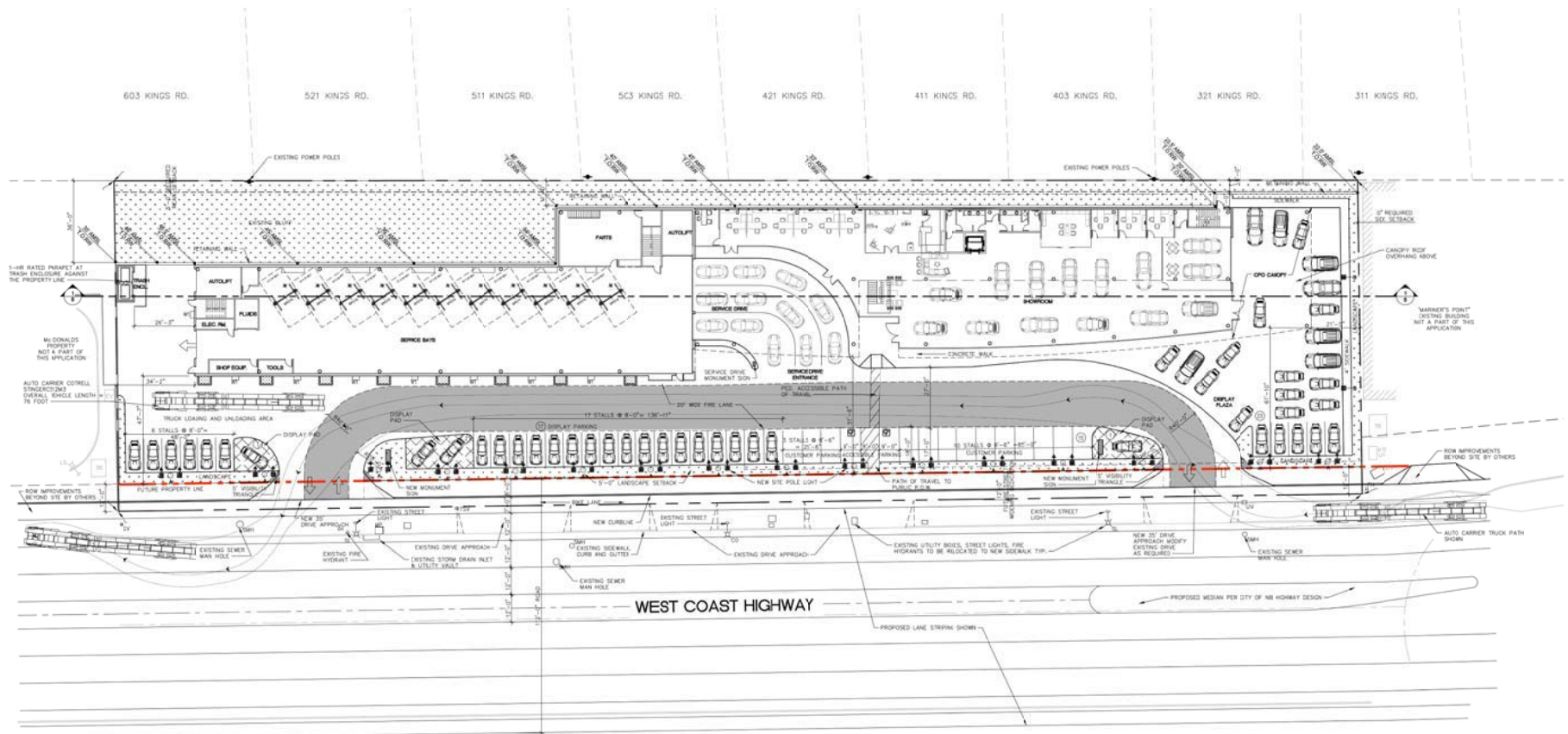
Figure 1  
Project Location Map



**Legend**

① = Intersection Reference Number

## Figure 2 Site Plan



## II. METHODOLOGY

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This section discusses the methodology used by the City of Newport Beach and City of Costa Mesa to assess intersection performance. The analysis methodology used by Caltrans is discussed in a later chapter covering analysis of the State Highway facilities.

### A. Intersection Capacity Utilization Methodology

The City of Newport Beach and the City of Costa Mesa both utilize the Intersection Capacity Utilization methodology to assess the operation of signalized intersections. In simple terms, the Intersection Capacity Utilization methodology compares the volume of traffic using the intersection to the capacity of the intersection. The City of Newport Beach and the City of Costa Mesa both assume a lane capacity of 1,600 vehicles per hour per lane for Intersection Capacity Utilization calculations. The resulting calculation is expressed as a decimal value known as the volume to capacity (V/C) ratio. The volume to capacity ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The volume to capacity ratio is then correlated to a performance measure known as Level of Service based on the following thresholds:

Level of Service	Volume to Capacity (V/C)
A	≤ 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

Source: Highway Capacity Manual  
(Transportation Research Board, 2000).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure).

### B. Performance Standards

City of Newport Beach. The City of Newport Beach has established Level of Service D as the minimum acceptable Level of Service for its arterial roadway system, except at the following locations where Level of Service E or better is acceptable:

- Any intersection in the Airport Area shared with City of Irvine;
- Dover Drive (NS) at Coast Highway (EW);

- Marguerite Avenue (NS) at Coast Highway (EW); and
- Goldenrod Avenue (NS) at Coast Highway (EW).

City of Costa Mesa. The City of Costa Mesa has established Level of Service D as the minimum acceptable Level of Service at all intersections under the sole control of the City.

Accordingly, study intersections forecast to operate at Level of Service E or F are considered deficient, except at select locations in Newport Beach as noted above.

### C. Thresholds of Significance

City of Newport Beach. The City of Newport Beach has established the following criteria to determine if a proposed project will result in a significant traffic impact:

- A significant project impact is defined to occur if the addition of project-generated trips is forecast to cause/worsen a deficient intersection operation (generally Level of Service E or F) and increase the intersection capacity utilization by one percent or more of capacity (i.e., V/C increases by 0.010 or more).

City of Costa Mesa. The City of Costa Mesa has established the following criteria to determine if a proposed project will result in a significant traffic impact:

- A significant project impact is defined to occur if the addition of project-generated trips is forecast to cause/worsen a deficient intersection operation (Level of Service E or F) and increase the intersection capacity utilization by one percent or more of capacity (i.e., V/C increases by 0.010 or more).

If a project is forecast to cause a significant impact, feasible mitigation measures should be identified that will reduce the impact to a less than significant level. Mitigation measures can be in many forms, including the addition of lanes, traffic control modification, or demand management measures. If no feasible mitigation measures can be identified for a significantly impacted facility, the impact will remain significant and unavoidable.

### **III. EXISTING CONDITIONS**

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#### **A. Existing Roadway System**

Figure 3 identifies the existing number of through lanes, intersection traffic controls, and intersection geometry based on a field survey of the study area. Regional access to the project area is provided by Coast Highway (SR-1) and Newport Boulevard (SR-55). Key north-south roadways providing local access include Riverside Avenue, Tustin Avenue, Irvine Avenue, Dover Drive, Bayside Drive, Jamboree Road, Newport Center Drive, Avocado Avenue, and MacArthur Boulevard. Key east-west roadways providing local access include 19th Street, 17th Street, and 16th Street.

#### **B. Existing Traffic Volumes**

Existing peak hour traffic volumes are based upon morning peak period and evening peak period intersection turning movement counts obtained by the City of Newport Beach in February 2013 and March 2015/2016 during typical weekday conditions. In accordance with longstanding transportation planning policy in the City of Newport Beach, the intersection turning movement counts were collected between February 1 and May 31 per the City's Traffic Phasing Ordinance. The morning peak period was counted between 7:00 AM and 9:00 AM and the evening peak period was counted between 4:30 PM and 6:30 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the weekday evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Traffic count worksheets are provided in Appendix B.

The February 2013 data was used at three study intersections where new counts were not obtained due to ongoing construction. The turning movement count data at these locations were increased by one percent annual growth over a three-year period to account for regional growth between year 2013 and existing (year 2016) conditions.

Figure 4 and Figure 5 show the existing morning peak hour and evening peak hour intersection turning movement volumes, respectively.

#### **C. Existing Intersection Capacity Utilization and Level of Service**

The morning and evening peak hour Levels of Service for existing traffic conditions have been calculated and are shown in Table 1. As shown in Table 1, the study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions. Existing Level of Service worksheets are provided in Appendix C.

#### **D. City of Newport Beach General Plan Circulation Element**

Figure 6 shows the City of Newport Beach General Plan Master Plan of Streets and Highways. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the

General Plan. The City of Newport Beach General Plan roadway cross-sections are illustrated on Figure 7. The City of Newport Beach General Plan Bikeways Master Plan is shown on Figure 8.

**E. Existing Alternative Mode Facilities**

Existing pedestrian and bicycle facilities in the vicinity of the project site are shown on Figure 9. As shown on Figure 9, a Class III bikeway (signed bike route shared with motor vehicles) runs along both sides of Coast Highway in the project vicinity.

Figure 10 shows existing transit routes in the project vicinity. OCTA Route 55 runs between the Newport Transportation Center and Santa Ana with approximately 15-30 minute headways during weekday peak hours. OCTA Route 1 runs between Long Beach and San Clemente with approximately 60 minute headways during weekday peak hours.



**Table 1**

**Existing (Year 2016) Intersection Capacity Utilization and Levels of Service**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	Intersection Approach Lanes <sup>3</sup>												Peak Hour	
			Northbound			Southbound			Eastbound			Westbound			ICU-LOS <sup>4</sup>	
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Newport Boulevard SB Ramps (NS) at: West Coast Highway (EW) - #1	CNB/Caltrans	TS	0	0	0	2	0	1	0	2	1>>	0	3	1>>	0.890-D	0.672-B
Riverside Avenue (NS) at: West Coast Highway (EW) - #2	CNB/Caltrans	TS	0	1	0	0.5	0.5	1>	1	1.5	0.5	1	3	1	0.785-C	0.799-C
Tustin Avenue (NS) at: West Coast Highway (EW) - #3	CNB/Caltrans	TS	0	1	0	0	1	0	1	1.5	0.5	0	2.5	0.5	0.775-C	0.620-B
Irvine Avenue (NS) at: 19th Street/Dover Drive (EW) - #4	CNB/CCM	TS	1	2	d	1	2	d	1	0.5	0.5	1	0.5	0.5	0.679-B	0.734-C
17th Street/Westcliff Drive (EW) - #5	CNB/CCM	TS	2	2	d	2	2	d	2	1.5	0.5	1	1.5	0.5	0.495-A	0.628-B
Dover Drive (NS) at: Westcliff Drive (EW) - #6	CNB	TS	2	2	0	0	1	1	2	0	1>>	0	0	0	0.414-A	0.477-A
16th Street (EW) - #7	CNB	TS	1	2	d	1	2	d	0.5	0.5	d	1	1	1	0.492-A	0.511-A
West Coast Highway (EW) - #8	CNB/Caltrans	TS	1	1.5	0.5	3	1	1	2	2.5	0.5	1	3	1>>	0.649-B	0.626-B
Bayside Drive (NS) at: East Coast Highway (EW) - #9	CNB/Caltrans	TS	2.3	0.3	0.3	1	0.5	0.5	1	3	1	1	3.5	0.5	0.692-B	0.616-B
Jamboree Road (NS) at: East Coast Highway (EW) - #10	CNB/Caltrans	TS	1	1.5	0.5	1	2	1>>	3	3.5	0.5	2	4	1	0.567-A	0.581-A
Newport Center Drive (NS) at: East Coast Highway (EW) - #11	CNB	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.327-A	0.426-A
Avocado Avenue (NS) at: East Coast Highway (EW) - #12	CNB	TS	1	1	1	2	1	1>>	1	3	d	1	3	1	0.429-A	0.461-A
MacArthur Boulevard (NS) at: East Coast Highway (EW) - #13	CNB	TS	0	0	0	2	0	1>>	2	3	0	0	3	1>>	0.518-A	0.559-A

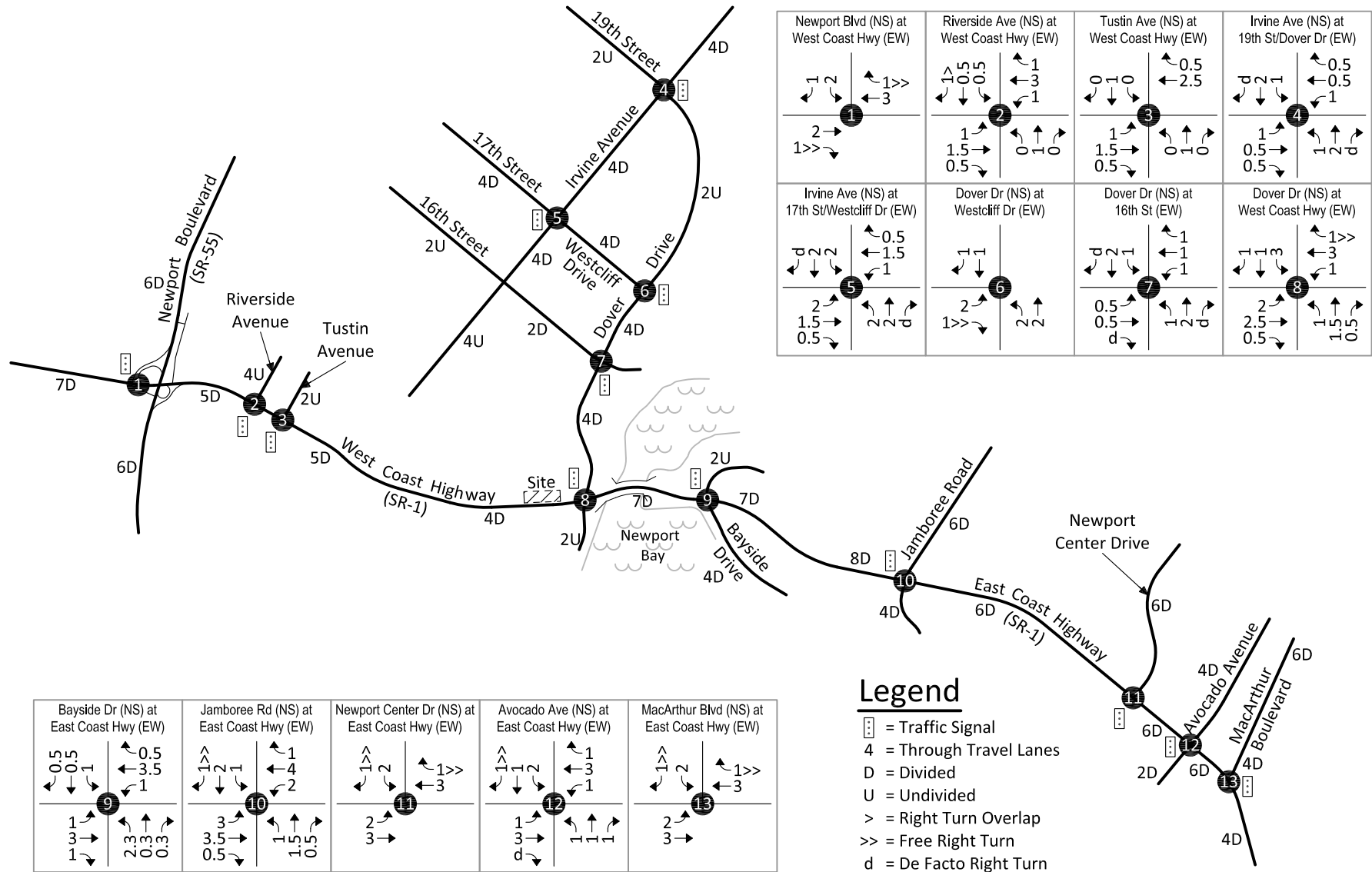
<sup>1</sup> CNB = City of Newport Beach; CCM = City of Costa Mesa; Caltrans = California Department of Transportation

<sup>2</sup> TS = Traffic Signal

<sup>3</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; d = De Facto Right Turn Lane

<sup>4</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix C).

### Figure 3 Existing Through Travel Lanes and Intersection Controls



### Figure 4 Existing Morning Peak Hour Intersection Turning Movement Volumes

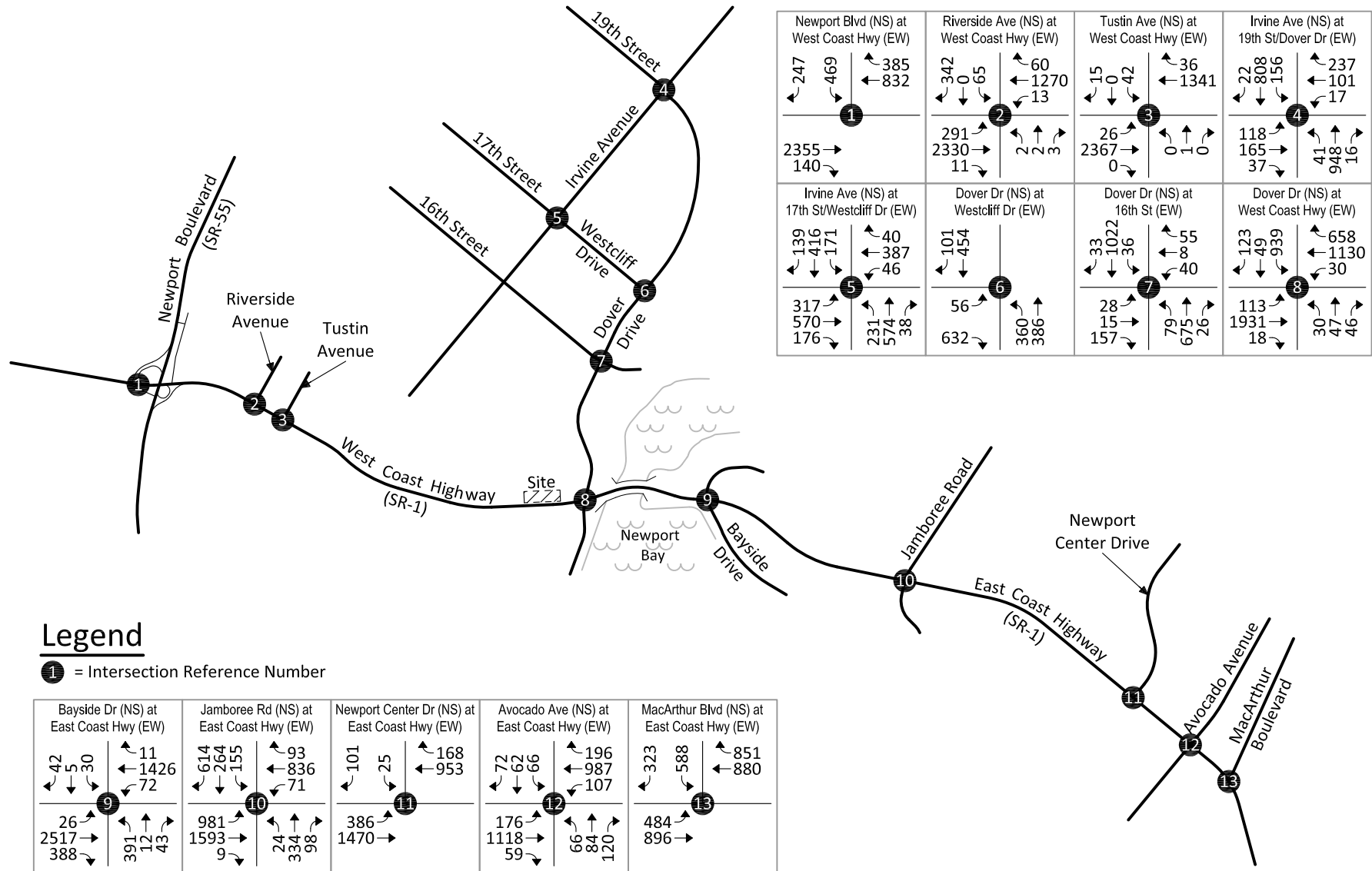
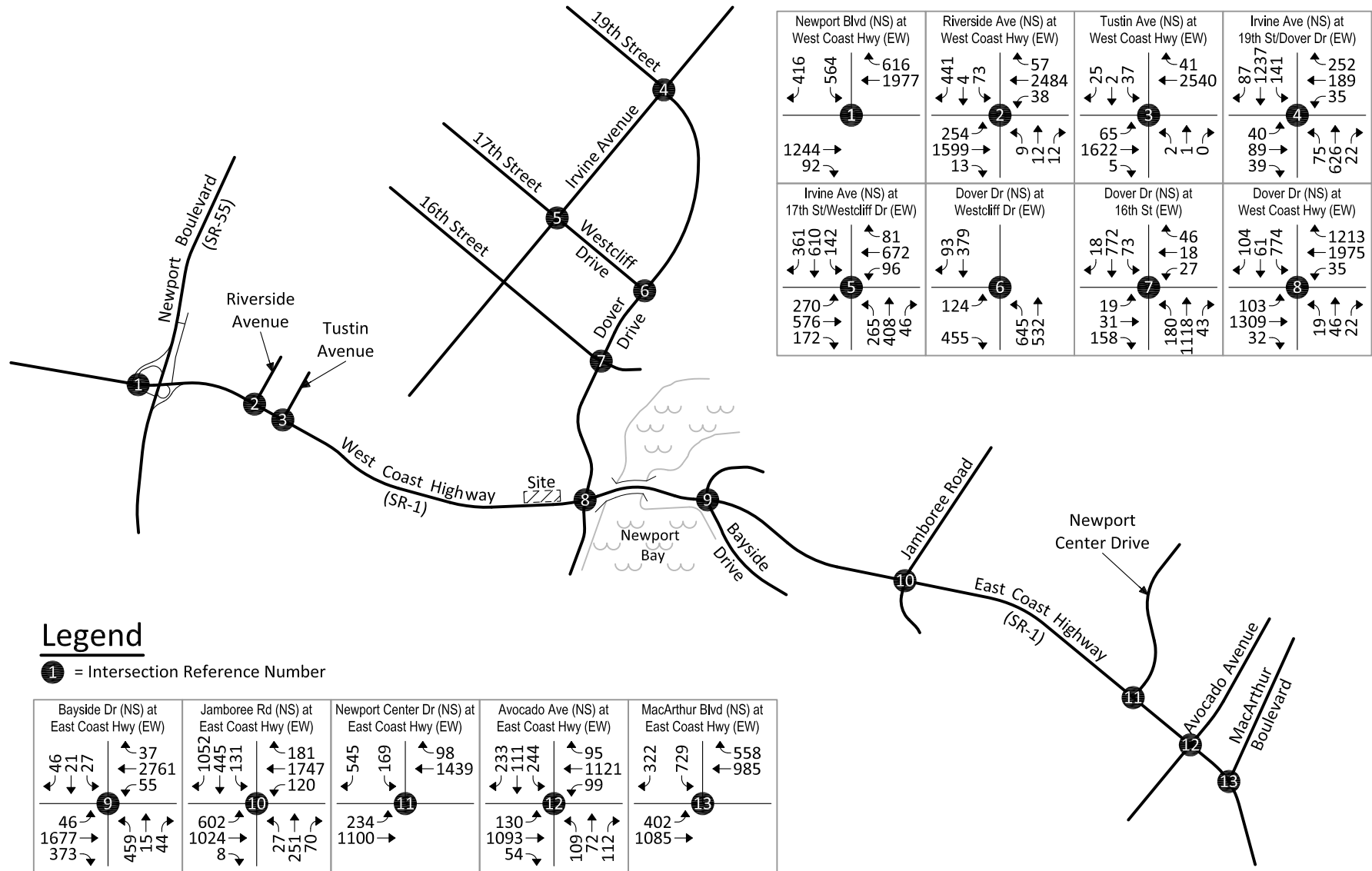
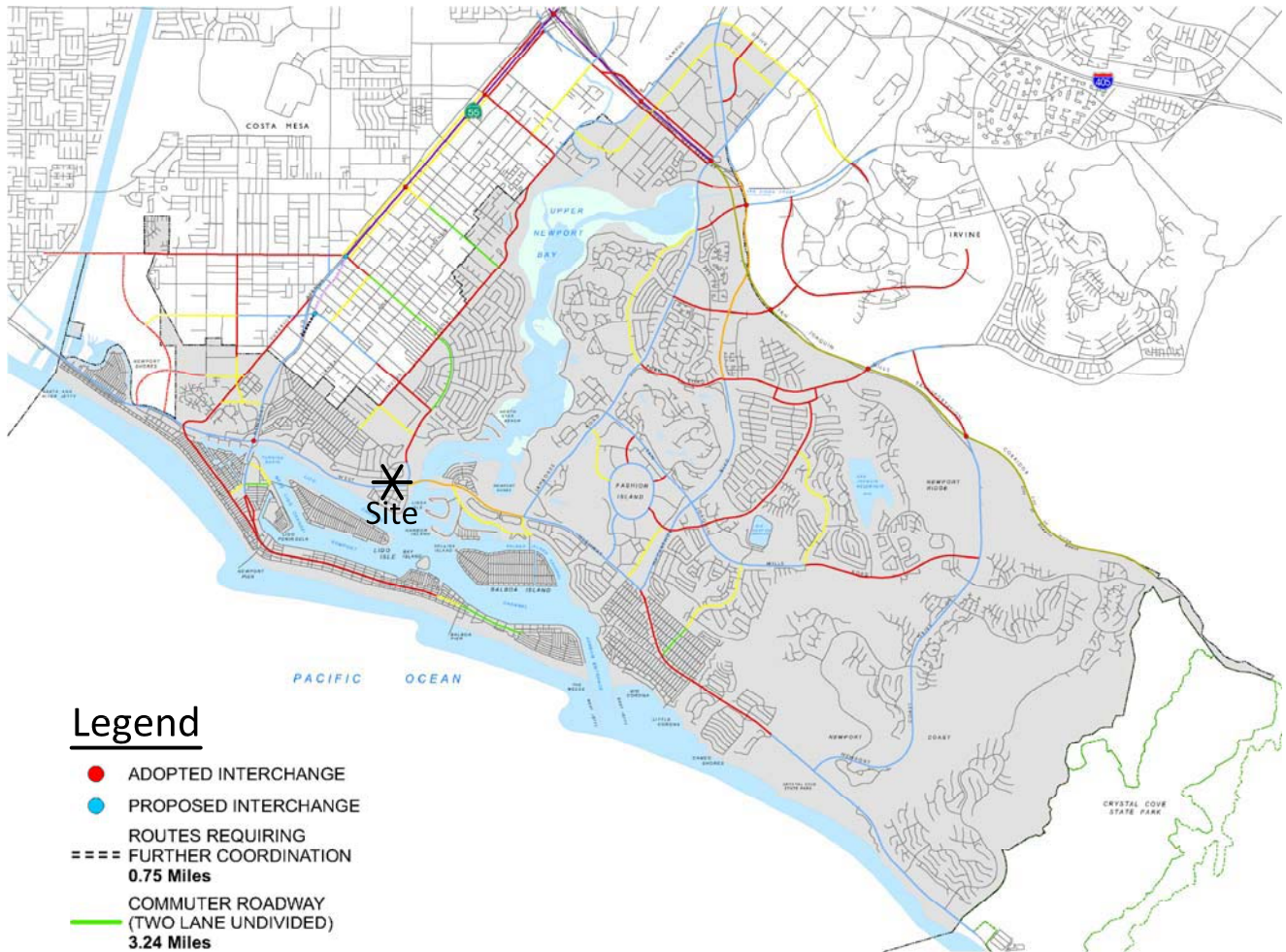


Figure 5  
Existing Evening Peak Hour Intersection Turning Movement Volumes



**Figure 6**  
**City of Newport Beach General Plan Master Plan of Streets and Highways**



**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



Figure 7  
City of Newport Beach General Plan Roadway Cross-Sections

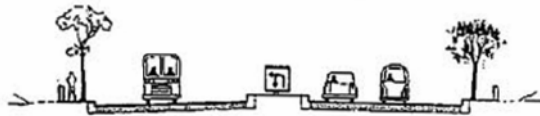
**PRINCIPAL - 144'  
(8 LANES DIVIDED)**



**MAJOR - 128'  
(6 LANES DIVIDED)**



**PRIMARY - 104'  
(4 LANES DIVIDED)**



**SECONDARY - 84'  
(4 LANES UNDIVIDED)**



**COMMUTER - 56'  
(2 LANES UNDIVIDED)**



Figure 8  
 City of Newport Beach General Plan Bikeways Master Plan



**Legend**

-  Class I - Off-road Paved
-  Class II - On-road Striped Lane
-  Class III - Signed Only
-  Class IV - Off-road Unpaved

Figure 9  
Existing Pedestrian and Bicycle Facilities

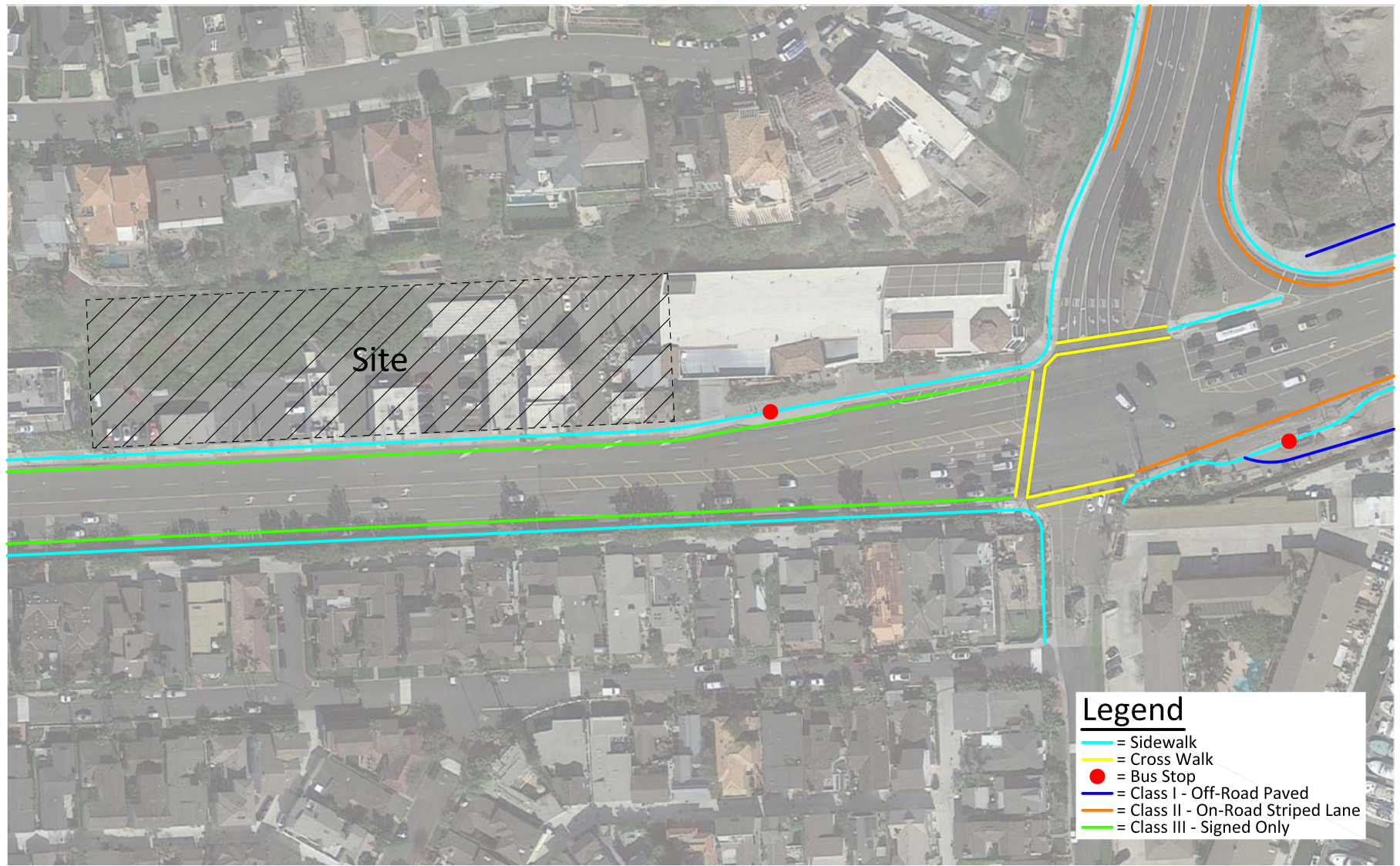
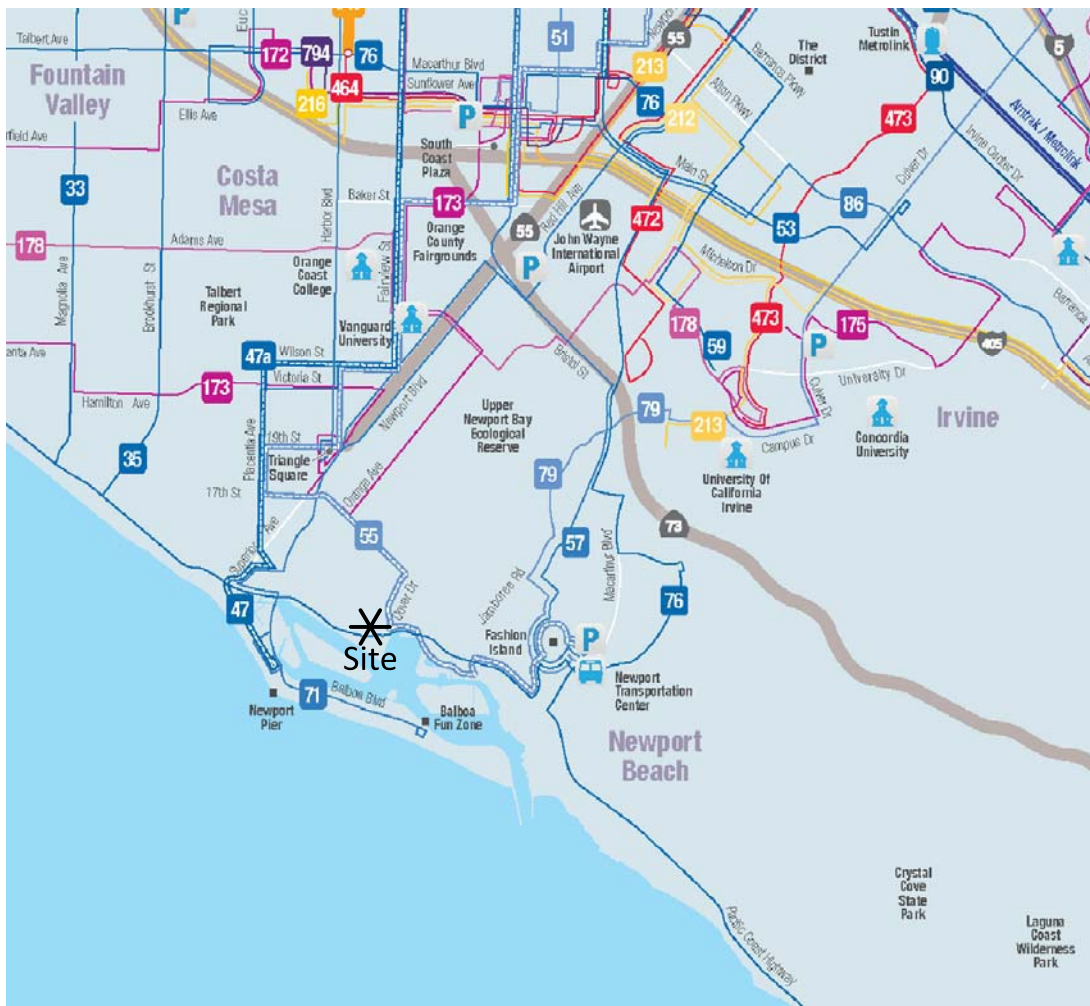




Figure 10  
Existing Transit Routes



**Legend**

- Transit Centers
- Park-and-Rides
- Train Stations
- Schools & Universities
- 91 Express Lanes
- 0-99 Local Routes  
15-minutes or better service
- 100-199 Community Routes
- 200-299 Intracounty Express
- 400-499 StationLink
- Bravo 543 with stops
- 700-799 Intercounty Express
- State Highways
- Interstate Freeways



## IV. PROJECT TRIPS

---

### A. Trip Generation

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land use. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantity. Table 2 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.

As shown in Table 2, the proposed project is forecast to displace existing trips generated by 11,660 square feet of specialty retail and 1,152 square feet of automobile sales currently in operation at the project site. Based on the hours of operation<sup>1</sup> for the existing land uses, trips generated by the existing land uses during the morning peak hours are assumed to be nominal. This provides a conservative analysis since no credit is applied towards the proposed project trip generation for the displacement of existing trips during the morning peak hour.

It should be noted that no credit or redistribution of trips were assumed by the relocation of the existing Porsche dealership currently located at 445 East Coast Highway since the existing Porsche site will likely be replaced by another auto dealership.

As shown in Table 2, the proposed project is forecast to generate a net increase of approximately 672 daily trips, 73 additional trips of which will occur during the morning peak hour and 64 additional trips of which will occur during the evening peak hour.

### B. Trip Distribution

Figure 11 shows the directional distribution of the project trips. The forecast project trip distribution is based on review of transaction data from existing Porsche sales provided by the applicant. The transaction data provided contains the customer zip codes for all sales and service transactions that occurred within the past six months at the existing Porsche dealership located in the Newport Auto Center at 445 East Coast Highway. The project trip distribution patterns were determined by calculating the frequency of transactions and likely travel paths associated with each zip code in conjunction with review of surrounding land uses and the local and regional roadway facilities in the project vicinity.

### C. Trip Assignment

Based on the identified project trip generation and distribution, morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figure 12 and Figure 13, respectively.

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<sup>1</sup> Several existing retail and automobile sales uses currently open at or after 9:00 AM.

**Table 2**

**Project Trip Generation**

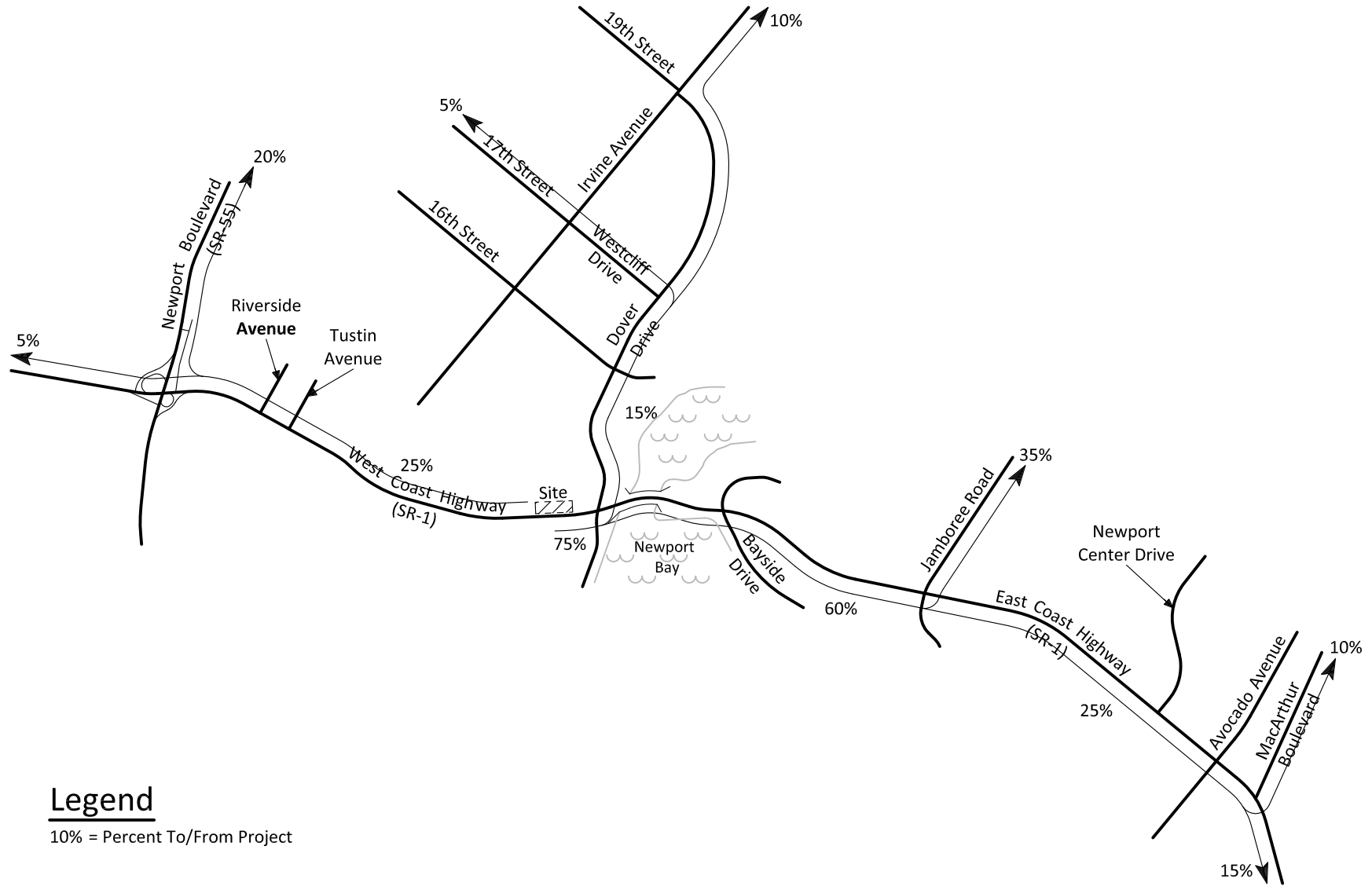
Land Use	Source <sup>1</sup>	Quantity	Units <sup>2</sup>	Peak Hour						Daily
				Morning			Evening			
				Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Trip Generation Rates</u>										
Specialty Retail	ITE 826	-	TSF	n/a	n/a	n/a	1.19	1.52	2.71	44.32
Automobile Sales	ITE 841	-	TSF	1.44	0.48	1.92	1.05	1.57	2.62	32.30
<u>Existing Land Uses to be Displaced</u>										
Specialty Retail	ITE 826 <sup>3</sup>	11.660	TSF	-	-	-	14	18	32	517
Automobile Sales	ITE 841 <sup>3</sup>	1.152	TSF	-	-	-	1	2	3	37
Existing Trips Subtotal				-	-	-	15	20	35	554
<u>Proposed Project</u>										
Automobile Sales	ITE 841	37.954	TSF	55	18	73	40	59	99	1,226
<b>Net Project Trips Generated</b>				<b>55</b>	<b>18</b>	<b>73</b>	<b>25</b>	<b>39</b>	<b>64</b>	<b>672</b>

<sup>1</sup> Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012, Land Use Categories 826 and 841.

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Based on the current hours of operation for the existing land uses, trips generated by the existing land uses during the morning peak hours are assumed to be nominal. This provides a conservative analysis since no credit is applied towards the proposed project trip generation for the displacement of existing trips during the morning peak hour.

Figure 11  
Project Trip Distribution

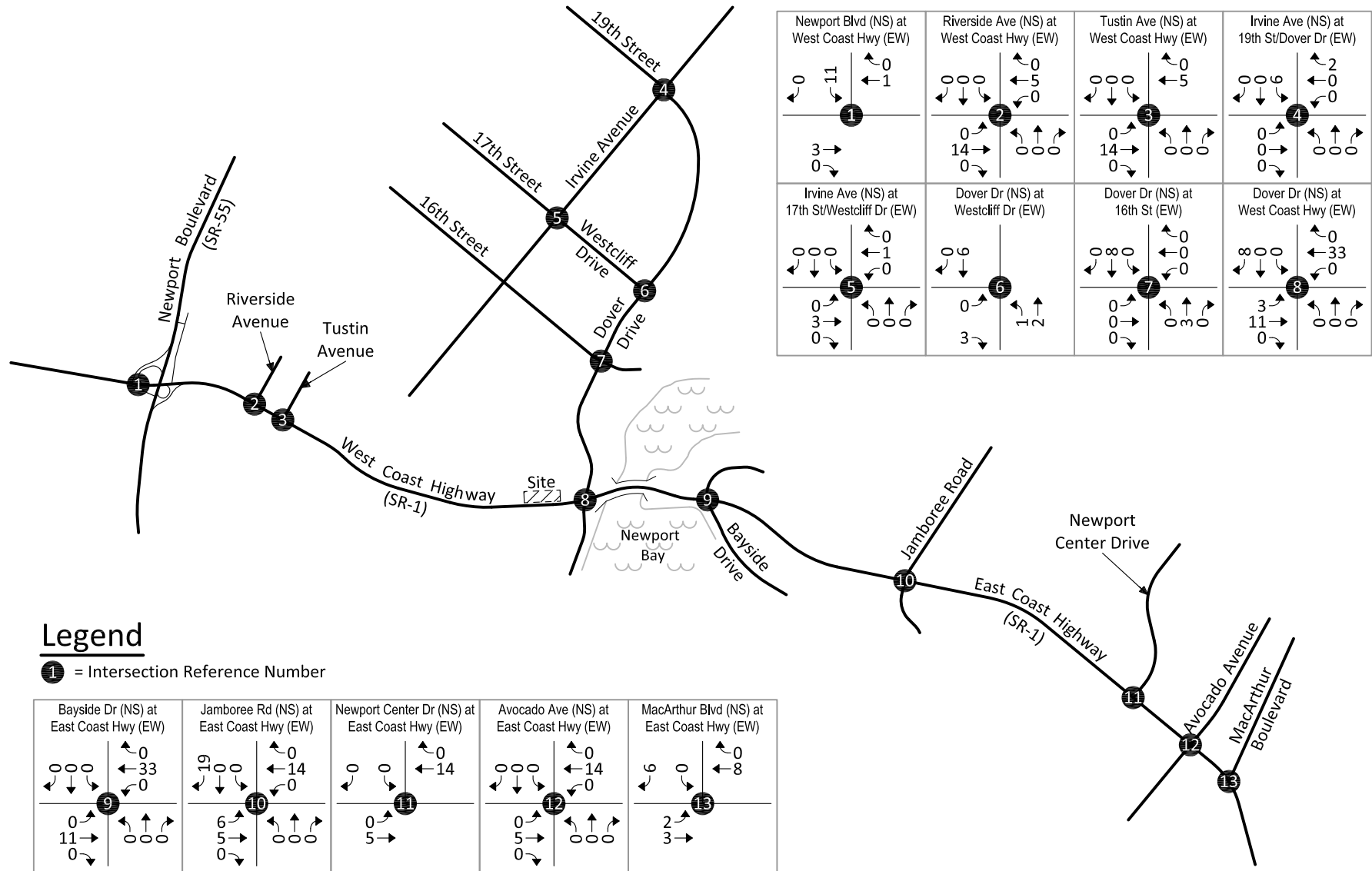


**Legend**

10% = Percent To/From Project



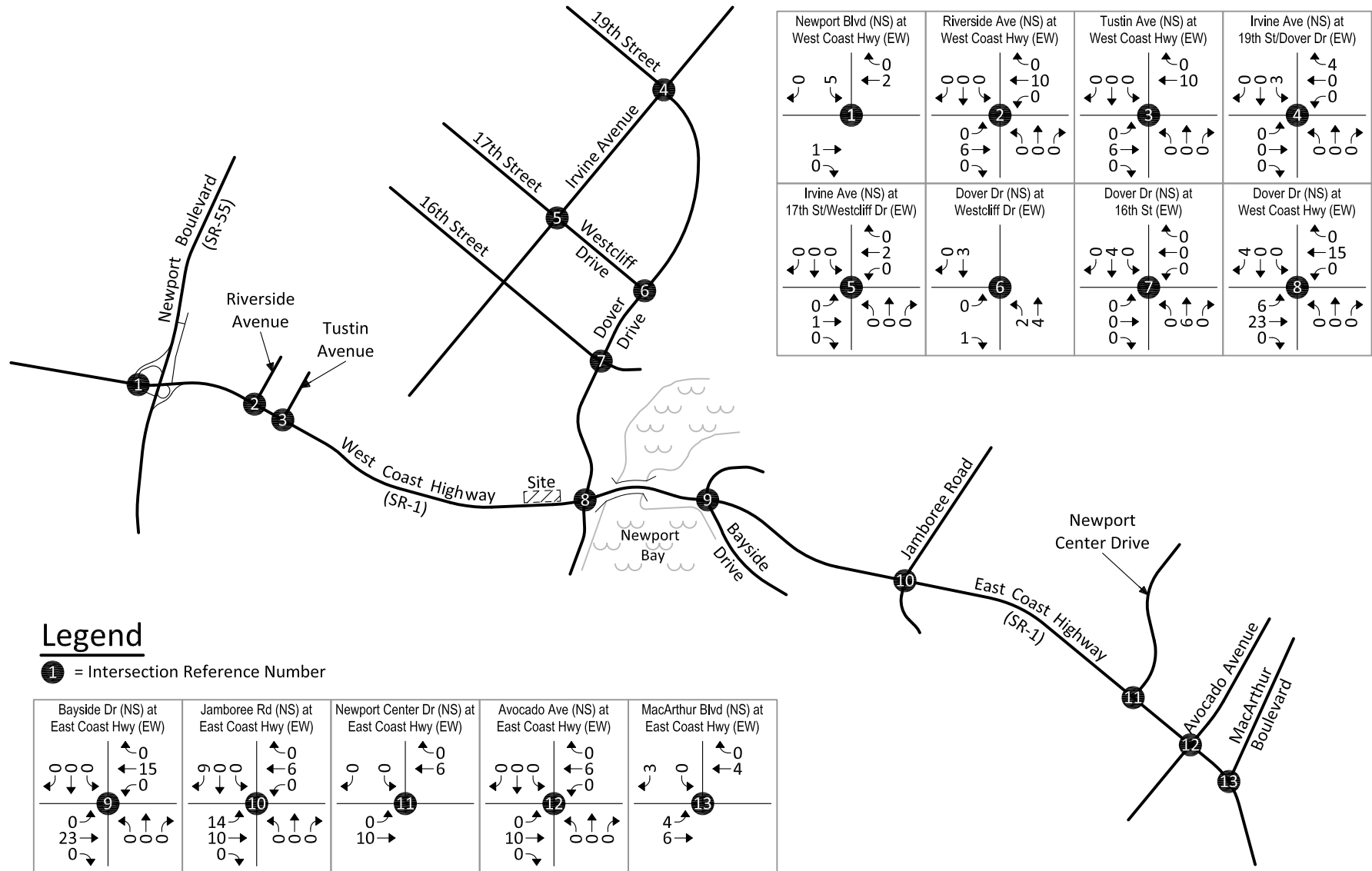
### Figure 12 Project Morning Peak Hour Intersection Turning Movement Volumes



#### Legend

① = Intersection Reference Number

### Figure 13 Project Evening Peak Hour Intersection Turning Movement Volumes



## V. FUTURE TRAFFIC VOLUMES

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This section describes how traffic volumes for each future analysis scenario were derived. The forecast study area traffic volumes are illustrated on the figures contained in this chapter.

### A. Method of Projection

To assess future traffic conditions, existing traffic is combined with project trips, regional ambient growth, and trips generated by other developments (approved and/or unapproved). The proposed project is expected to be completed in year 2018. In accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), this report analyzes traffic impacts for one year after project completion in year 2019.

#### 1. Regional Ambient Growth

To account for ambient traffic growth, existing traffic volumes were increased by one percent per year over a three-year period along the applicable arterial highways (Coast Highway, Irvine Avenue, Jamboree Road, MacArthur Boulevard, and Newport Boulevard) in accordance with the latest City of Newport Beach Regional Traffic Annual Growth Rate.

#### 2. City of Newport Beach Approved Projects

The City of Newport Beach staff provided a list of approved projects within the study area for use in the TPO analysis. The approved project list consists of future developments that have been approved, but have not been fully constructed and occupied. City of Newport Beach approved project data is contained in Appendix D.

Trips associated with the following 23 approved projects are included in the TPO analysis:

- Fashion Island Expansion;
- Temple Bat Yahm Expansion;
- Newport Dunes;
- Hoag Hospital Phase III;
- St. Mark Presbyterian Church;
- 2300 Newport Boulevard;
- Hoag Health Center;
- North Newport Center;
- Santa Barbara Condo (Marriot);
- 328 Old Newport Medical Office;
- Mariner's Point;
- 4221 Dolphin Striker;
- San Joaquin Hills Plaza;
- Uptown Newport (Phase 2);
- Uptown Newport (Phase 1);
- Marina Park;

- Back Bay Landing;
- Westcliff Drive Medical Plaza;
- Lido House Hotel;
- Newport Executive Center;
- EBB Tide Residential;
- ENC Pre-School; and
- Balboa Marina West.

3. Other Cumulative Projects

Cumulative projects typically include unapproved projects that are reasonably expected to be completed or nearly completed at the same time as the proposed project. In addition to approved projects, the City of Newport Beach identified the following 6 cumulative projects:

- Banning Ranch;
- The Towers at Koll Center;
- ExplorOcean;
- One Newport Hotel at Uptown Newport;
- Orange County Museum of Arts; and
- Newport Coast.

Due to their proximity to the study area, the following 6 cumulative projects were identified in the City of Costa Mesa:

- 28-Unit Residential Project;
- 2025 Placentia Avenue Live-Work Lofts;
- 2277 Harbor Boulevard Project;
- Light House Project;
- West 17th Street/Superior Live-Work Project; and
- Westside Gateway Project.

The inclusion of cumulative projects from the City of Costa Mesa provides a conservative analysis since the regional ambient growth also accounts for a portion of the trips associated with City of Costa Mesa cumulative projects. The total cumulative projects consist of the City of Newport Beach approved projects plus the other cumulative projects listed above. Other cumulative project data is contained in Appendix E.

**B. Future Traffic Volumes**

1. Existing Plus Project

The traffic volumes for Existing Plus Project conditions were derived by adding project-generated trips to existing traffic volumes. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figure 14 and Figure 15, respectively.



2. TPO Year 2019 Without Project

To assess TPO Year 2019 Without Project traffic conditions, existing traffic was combined with ambient growth and trips generated by approved projects in the City of Newport Beach. TPO Year 2019 Without Project morning and evening peak hour intersection turning movement volumes are shown on Figure 16 and Figure 17, respectively.

3. TPO Year 2019 With Project

To assess TPO Year 2019 With Project traffic conditions, project-generated trips were added to TPO Year 2019 Without Project traffic volumes. TPO Year 2019 With Project morning and evening peak hour intersection turning movement volumes are shown on Figure 18 and Figure 19, respectively.

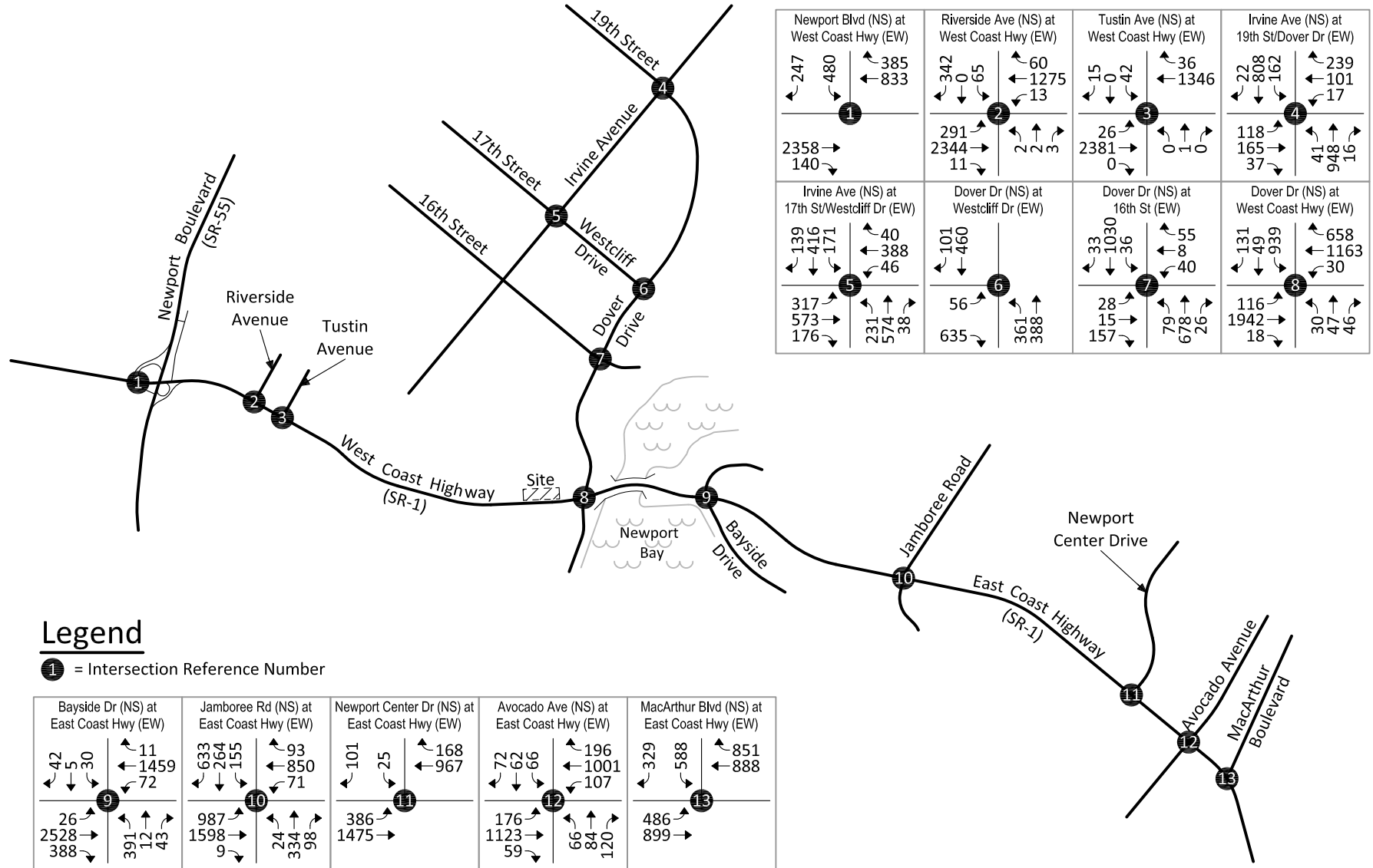
4. Cumulative Year 2019 Without Project

To assess Cumulative Year 2019 Without Project traffic conditions, existing traffic was combined with ambient growth, trips generated by approved projects in the City of Newport Beach, and trips generated by other cumulative projects. Cumulative Year 2019 Without Project morning and evening peak hour intersection turning movement volumes are shown on Figure 20 and Figure 21, respectively.

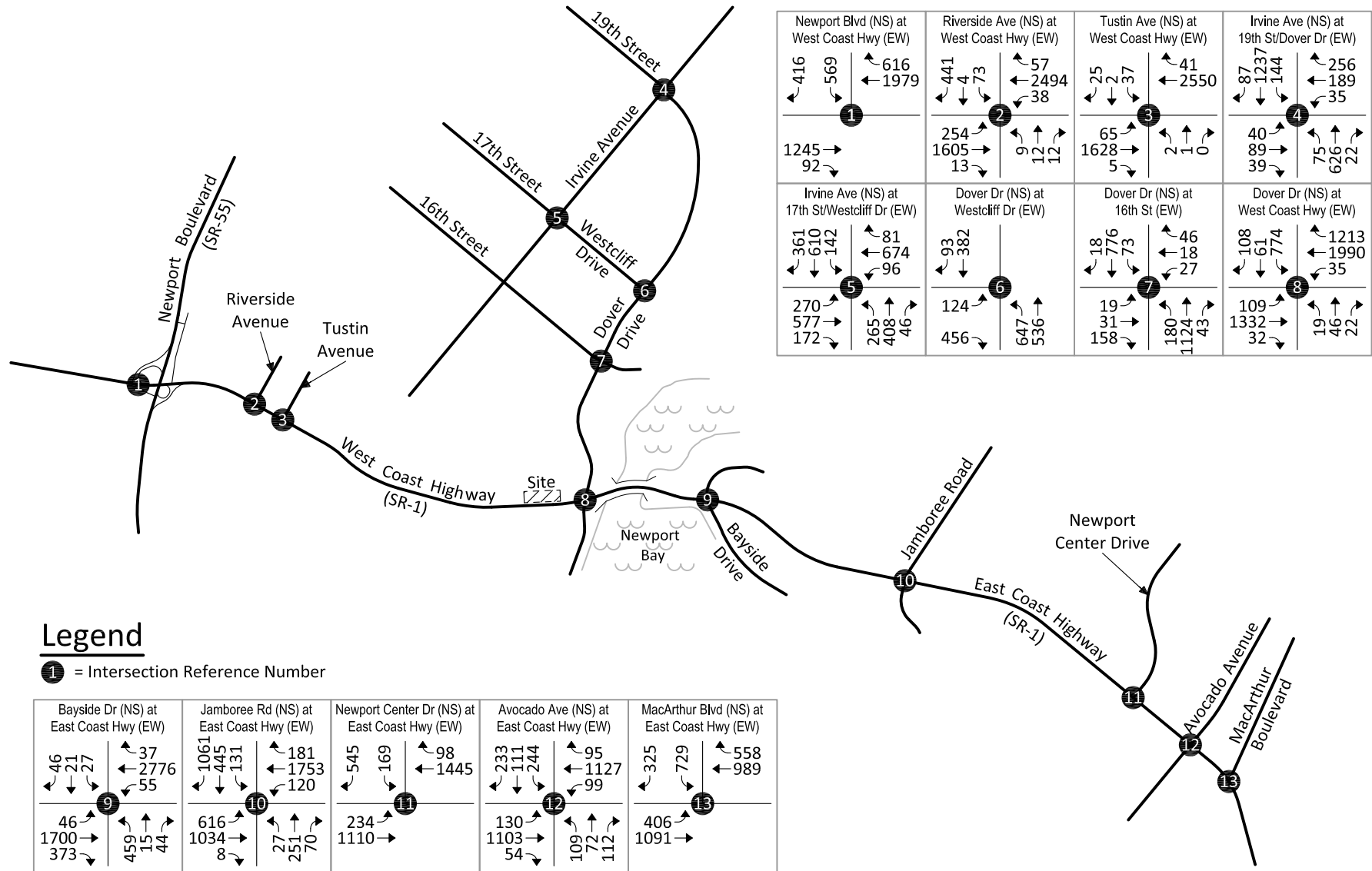
5. Cumulative Year 2019 With Project

To assess Cumulative Year 2019 With Project traffic conditions, project-generated trips were added to Cumulative Year 2019 Without Project traffic volumes. Cumulative Year 2019 With Project morning and evening peak hour intersection turning movement volumes are shown on Figure 22 and Figure 23, respectively.

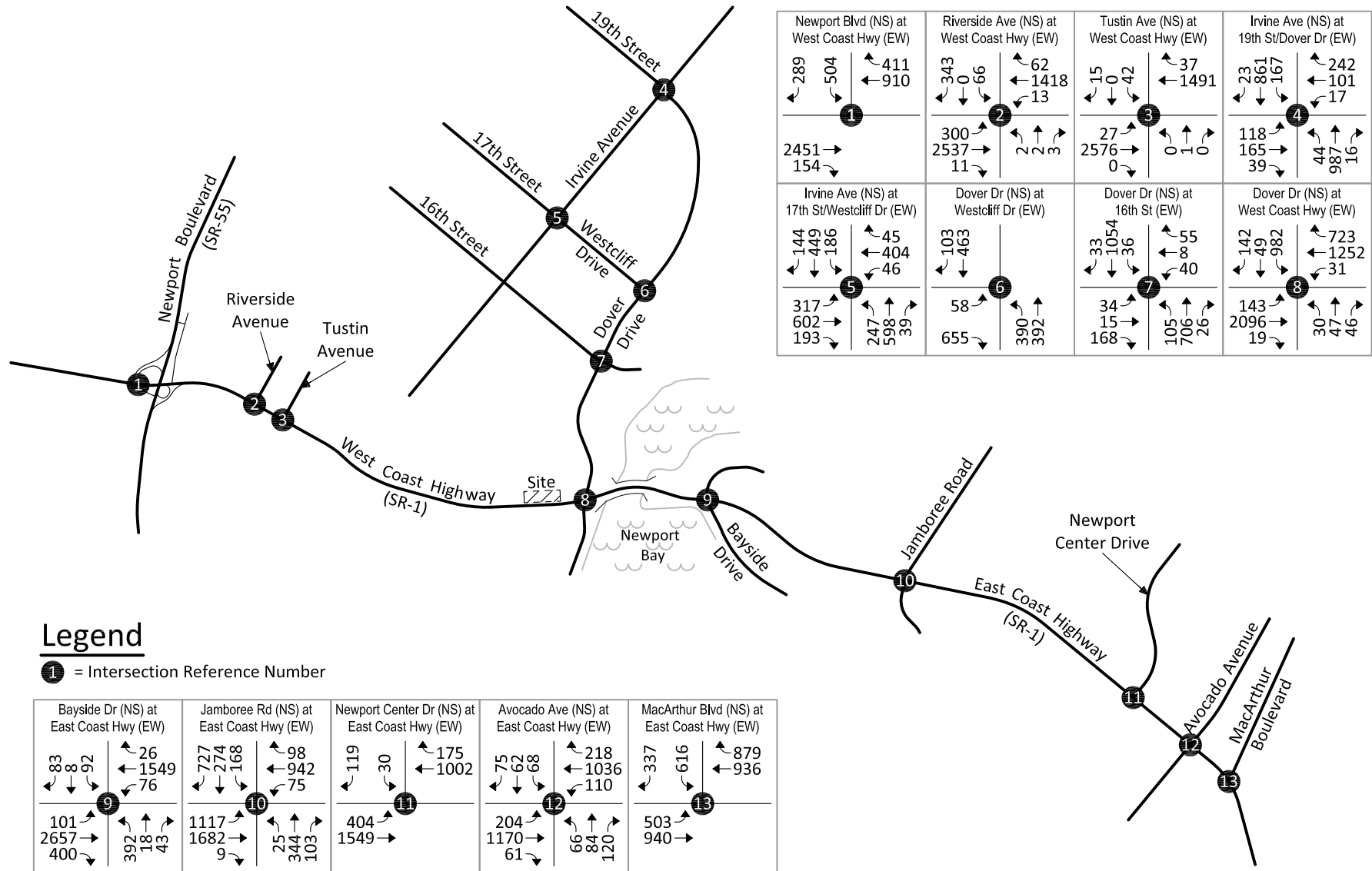
### Figure 14 Existing Plus Project Morning Peak Hour Intersection Turning Movement Volumes



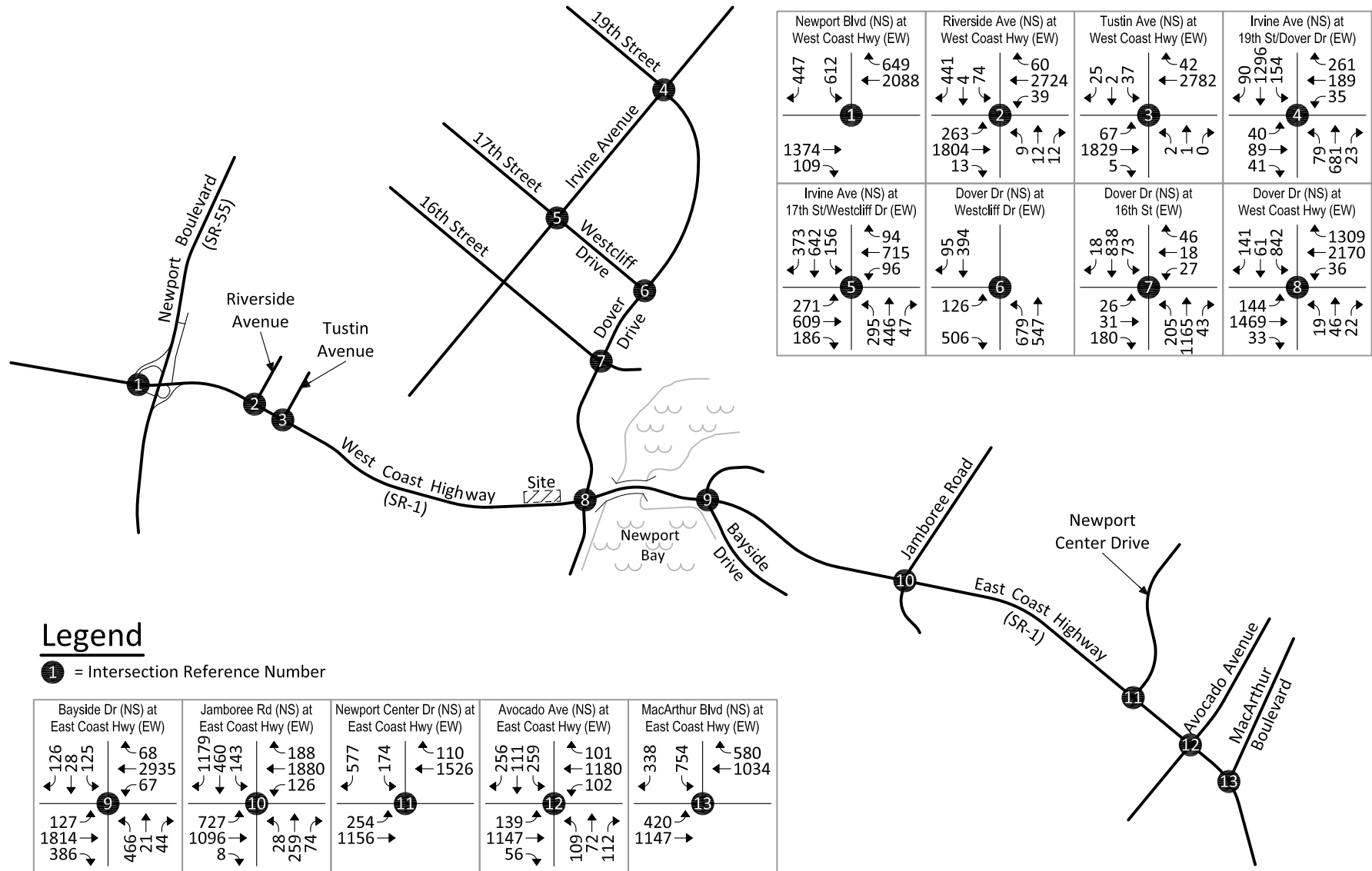
**Figure 15**  
**Existing Plus Project**  
**Evening Peak Hour Intersection Turning Movement Volumes**



**Figure 16**  
**TPO Year 2019 Without Project**  
**Morning Peak Hour Intersection Turning Movement Volumes**

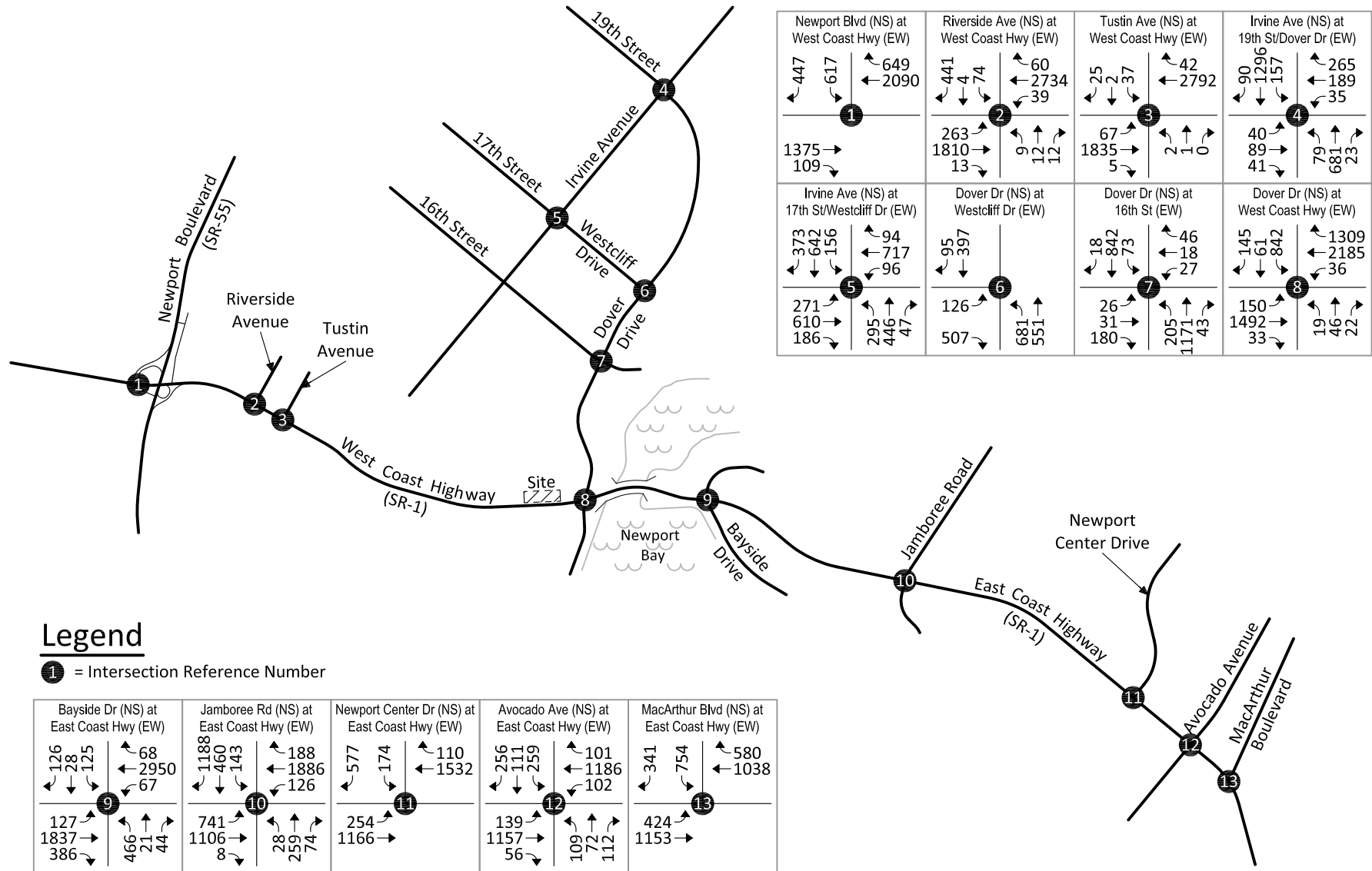


**Figure 17**  
**TPO Year 2019 Without Project**  
**Evening Peak Hour Intersection Turning Movement Volumes**





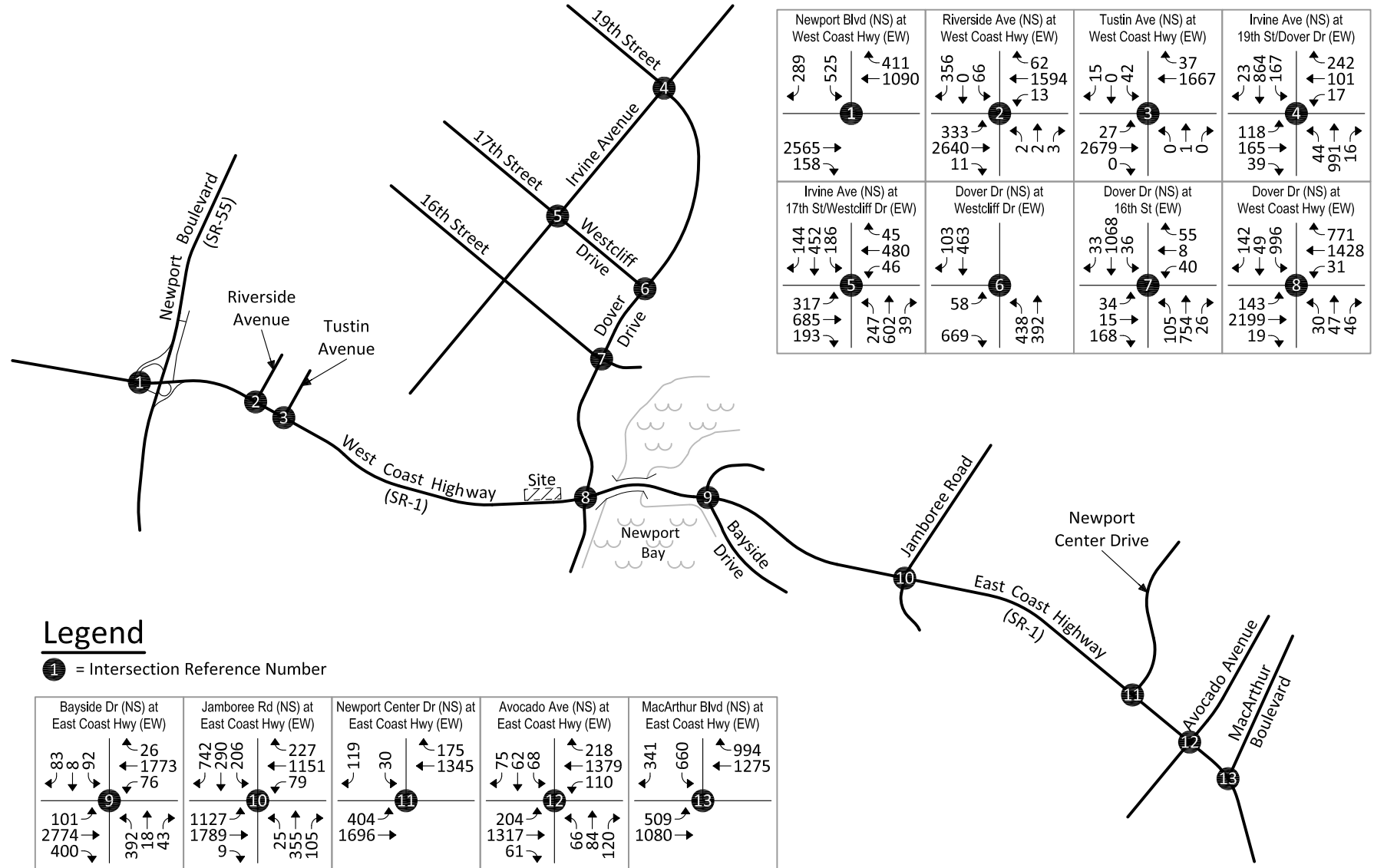
**Figure 19**  
**TPO Year 2019 With Project**  
**Evening Peak Hour Intersection Turning Movement Volumes**



**Legend**

**1** = Intersection Reference Number

**Figure 20**  
**Cumulative Year 2019 Without Project**  
**Morning Peak Hour Intersection Turning Movement Volumes**

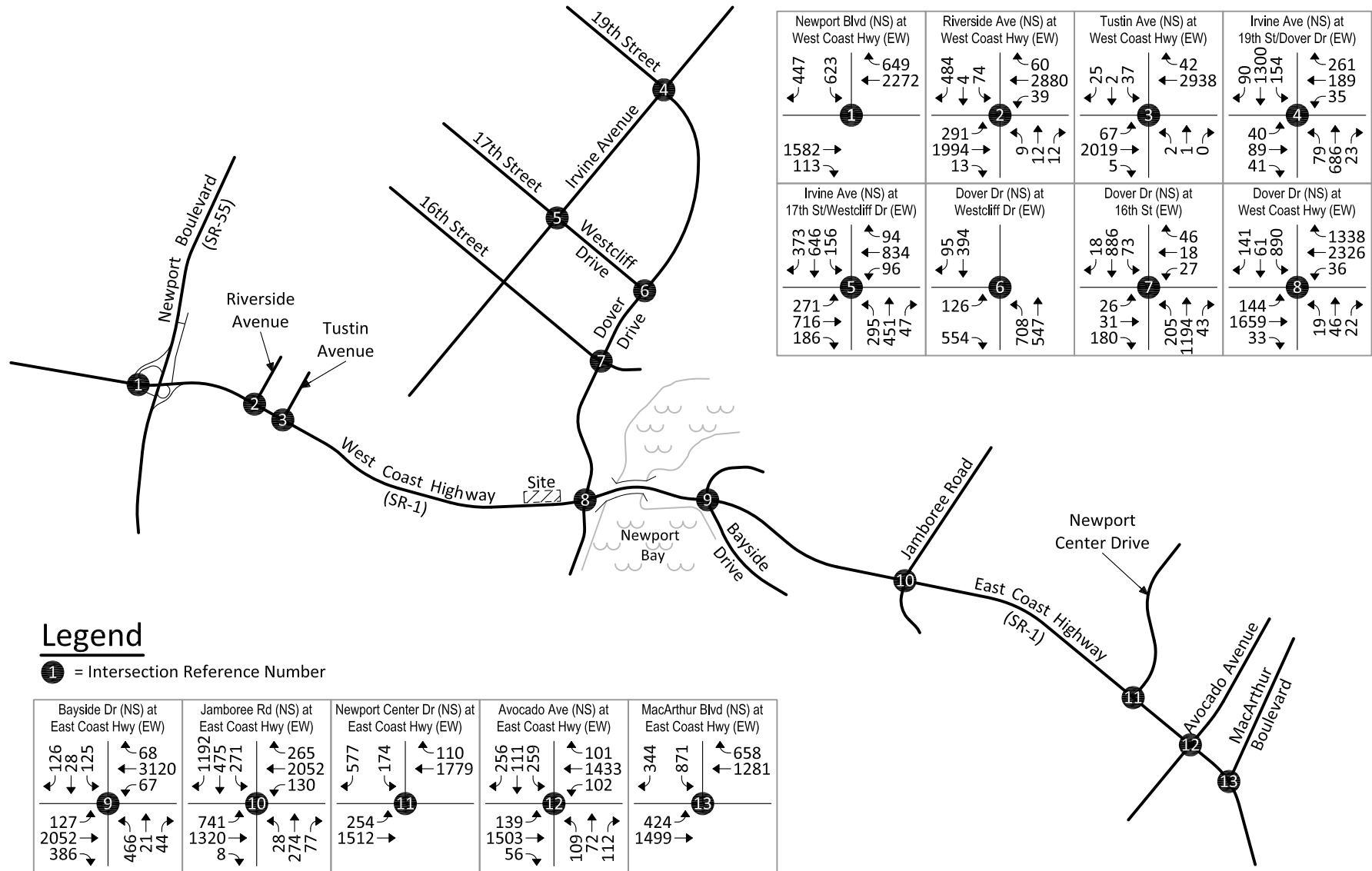


**Legend**

**1** = Intersection Reference Number



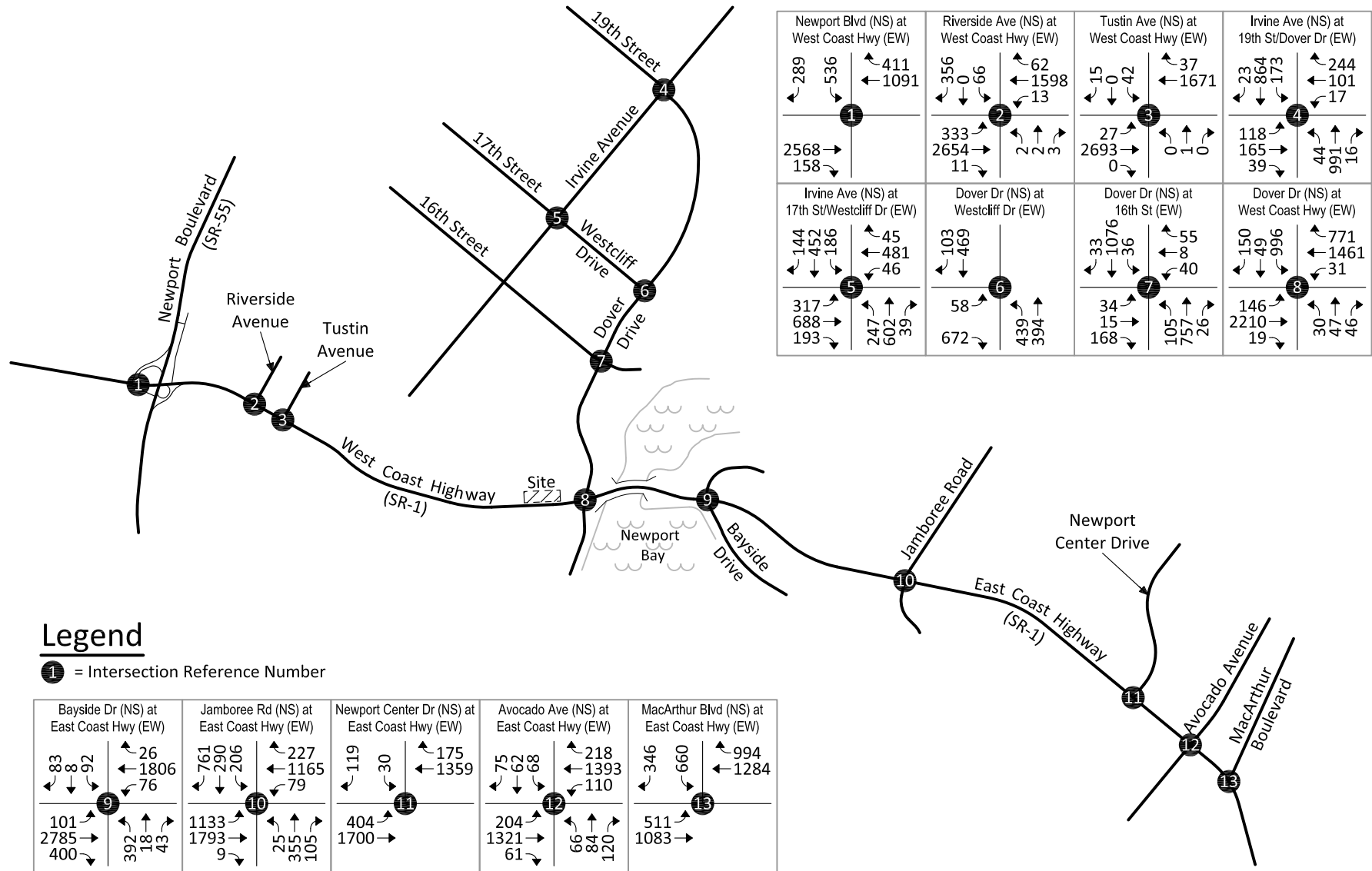
**Figure 21**  
**Cumulative Year 2019 Without Project**  
**Evening Peak Hour Intersection Turning Movement Volumes**



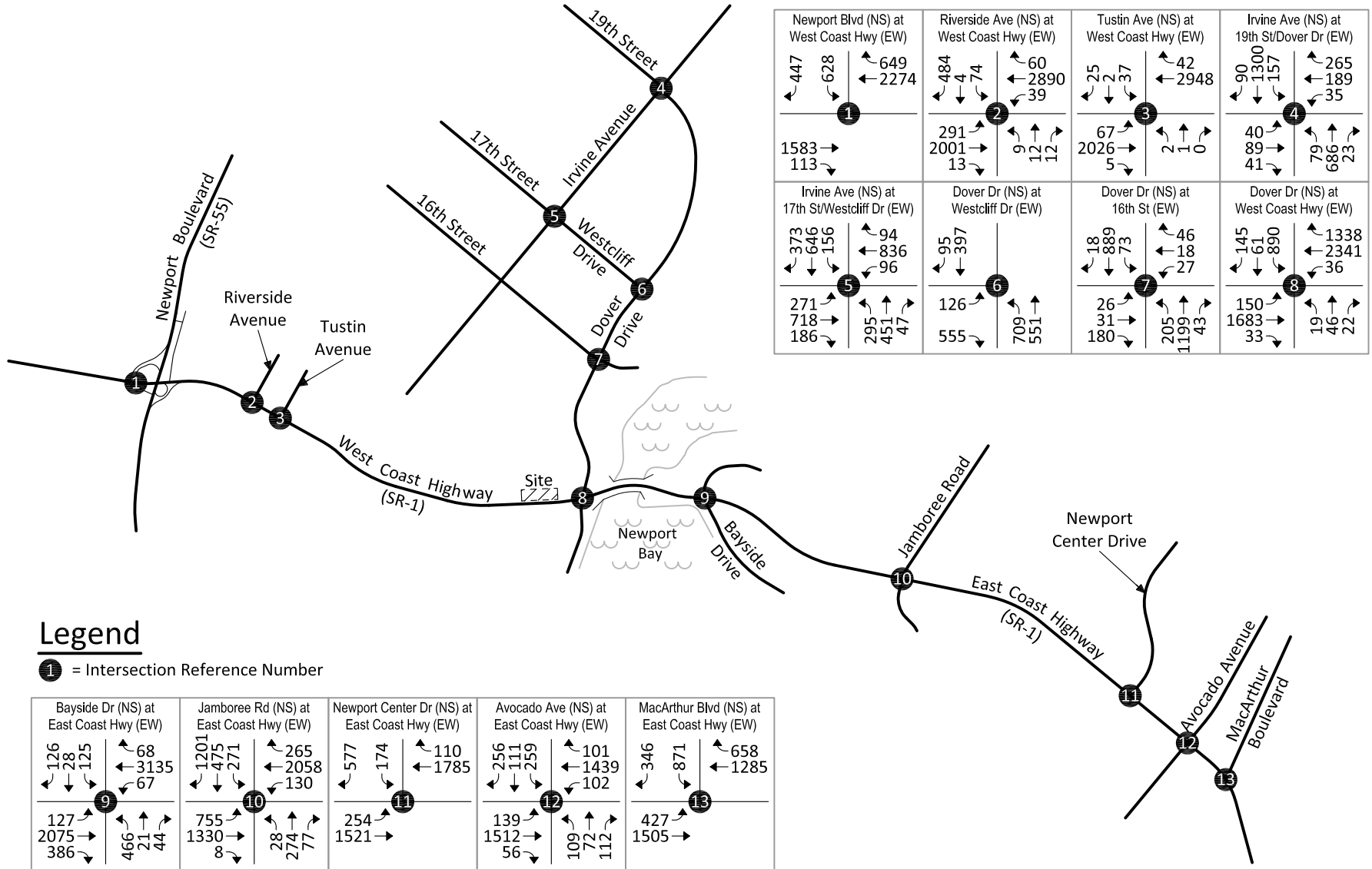
**Legend**

**1** = Intersection Reference Number

### Figure 22 Cumulative Year 2019 With Project Morning Peak Hour Intersection Turning Movement Volumes



**Figure 23**  
**Cumulative Year 2019 With Project**  
**Evening Peak Hour Intersection Turning Movement Volumes**



**Legend**

**1** = Intersection Reference Number

## **VI. FUTURE LEVELS OF SERVICE**

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Detailed Intersection Capacity Utilization and Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix F. The Intersection Capacity Utilization and Level of Service calculations for the following analysis scenarios are based on existing intersection geometry and traffic controls.

### **A. Existing Plus Project Intersection Capacity Utilization and Level of Service**

The Intersection Capacity Utilization and Level of Service for Existing Plus Project traffic conditions are shown in Table 3. As shown in Table 3, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions. As also shown in Table 3, the proposed project is forecast to result in no significant traffic impacts for Existing Plus Project traffic conditions based on the City-established thresholds of significance.

### **B. TPO Year 2019 Intersection Capacity Utilization and Level of Service**

Table 4 summarizes the City of Newport Beach TPO one-percent threshold analysis. In accordance with the City of Newport Beach TPO requirements, if project-generated peak hour approach volumes are higher than one-percent of the projected peak hour volumes on any approach of an intersection, then further analysis is required using the Intersection Capacity Utilization methodology. The TPO one-percent analysis calculation worksheets are contained in Appendix F.

The following seven (7) study intersections are forecast to exceed the TPO one-percent threshold and require Intersection Capacity Utilization analysis:

Newport Boulevard Southbound Ramps (NS) at:

West Coast Highway (EW) – Morning Peak Hour Only

Dover Drive (NS) at:

Westcliff Drive (EW) – Morning Peak Hour Only

West Coast Highway (EW) – Morning & Evening Peak Hour

Bayside Drive (NS) at:

East Coast Highway (EW) – Morning & Evening Peak Hour

Jamboree Road (NS) at:

East Coast Highway (EW) – Morning & Evening Peak Hour

Newport Center Drive (NS) at:

East Coast Highway (EW) – Morning Peak Hour Only

Avocado Avenue (NS) at:

East Coast Highway (EW) – Morning Peak Hour Only

The Intersection Capacity Utilization and Level of Service for TPO Year 2019 Without and With Project traffic conditions are shown in Table 5. As shown in Table 5, the study intersections requiring Intersection Capacity Utilization analysis are projected to operate within acceptable Levels of Service during the peak hours for TPO Year 2019 Without and With Project traffic conditions, with the exception of the Newport Boulevard Southbound Ramps/West Coast Highway which is forecast to operate at Level of Service E during the morning peak hour. As also shown in Table 5, the proposed project is forecast to result in no significant traffic impacts for TPO Year 2019 With Project traffic conditions based on the City-established thresholds of significance.

**C. Cumulative Year 2019 Intersection Capacity Utilization and Level of Service**

The Intersection Capacity Utilization and Level of Service for Cumulative Year 2019 Without and With Project traffic conditions are shown in Table 6. As shown in Table 6, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative Year 2019 Without and With Project traffic conditions, with the exception of the following study intersections:

Newport Boulevard Southbound Ramps (NS) at:  
West Coast Highway (EW) – Morning Peak Hour Only

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

As also shown in Table 6, the proposed project is forecast to result in no significant traffic impacts for Cumulative Year 2019 With Project traffic conditions based on the City-established thresholds of significance.

**Table 3**

**Existing Plus Project Intersection Capacity Utilization and Levels of Service**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	Peak Hour ICU-LOS <sup>3</sup>				ICU Increase		Significant Impact?
			Existing		Existing Plus Project		Morning	Evening	
			Morning	Evening	Morning	Evening			
Newport Boulevard SB Ramps (NS) at: West Coast Highway (EW) - #1	CNB/Caltrans	TS	0.890-D	0.672-B	0.891-D	0.672-B	+0.001	0.000	No
Riverside Avenue (NS) at: West Coast Highway (EW) - #2	CNB/Caltrans	TS	0.785-C	0.799-C	0.789-C	0.801-D	+0.004	+0.002	No
Tustin Avenue (NS) at: West Coast Highway (EW) - #3	CNB/Caltrans	TS	0.775-C	0.620-B	0.780-C	0.622-B	+0.005	+0.002	No
Irvine Avenue (NS) at: 19th Street/Dover Drive (EW) - #4	CNB/CCM	TS	0.679-B	0.734-C	0.684-B	0.737-C	+0.005	+0.003	No
17th Street/Westcliff Drive (EW) - #5	CNB/CCM	TS	0.495-A	0.628-B	0.496-A	0.629-B	+0.001	+0.001	No
Dover Drive (NS) at: Westcliff Drive (EW) - #6	CNB	TS	0.414-A	0.477-A	0.418-A	0.480-A	+0.004	+0.003	No
16th Street (EW) - #7	CNB	TS	0.492-A	0.511-A	0.494-A	0.512-A	+0.002	+0.001	No
West Coast Highway (EW) - #8	CNB/Caltrans	TS	0.649-B	0.626-B	0.652-B	0.631-B	+0.003	+0.005	No
Bayside Drive (NS) at: East Coast Highway (EW) - #9	CNB/Caltrans	TS	0.692-B	0.616-B	0.694-B	0.618-B	+0.002	+0.002	No
Jamboree Road (NS) at: East Coast Highway (EW) - #10	CNB/Caltrans	TS	0.567-A	0.581-A	0.570-A	0.584-A	+0.003	+0.003	No
Newport Center Drive (NS) at: East Coast Highway (EW) - #11	CNB	TS	0.327-A	0.426-A	0.330-A	0.427-A	+0.003	+0.001	No
Avocado Avenue (NS) at: East Coast Highway (EW) - #12	CNB	TS	0.429-A	0.461-A	0.432-A	0.462-A	+0.003	+0.001	No
MacArthur Boulevard (NS) at: East Coast Highway (EW) - #13	CNB	TS	0.518-A	0.559-A	0.521-A	0.561-A	+0.003	+0.002	No

<sup>1</sup> CNB = City of Newport Beach; CCM = City of Costa Mesa; Caltrans = California Department of Transportation

<sup>2</sup> TS = Traffic Signal

<sup>3</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix G).

**Table 4**

**TPO One-Percent Threshold Analysis**

Intersection	Peak Hour	Project Trips Exceed One Percent? <sup>1</sup>			
		Northbound	Southbound	Eastbound	Westbound
Newport Boulevard SB Ramps (NS) at: West Coast Highway (EW) - #1	AM	No	<b>YES</b>	No	No
	PM	No	No	No	No
Riverside Avenue (NS) at: West Coast Highway (EW) - #2	AM	No	No	No	No
	PM	No	No	No	No
Tustin Avenue (NS) at: West Coast Highway (EW) - #3	AM	No	No	No	No
	PM	No	No	No	No
Irvine Avenue (NS) at: 19th Street/Dover Drive (EW) - #4  17th Street/Westcliff Drive (EW) - #5	AM	No	No	No	No
	PM	No	No	No	No
	AM	No	No	No	No
	PM	No	No	No	No
Dover Drive (NS) at: Westcliff Drive (EW) - #6  16th Street (EW) - #7  West Coast Highway (EW) - #8	AM	No	<b>YES</b>	No	No
	PM	No	No	No	No
	AM	No	No	No	No
	PM	No	No	No	No
	AM	No	No	No	<b>YES</b>
	PM	No	No	<b>YES</b>	No
Bayside Drive (NS) at: East Coast Highway (EW) - #9	AM	No	No	No	<b>YES</b>
	PM	No	No	<b>YES</b>	No
Jamboree Road (NS) at: East Coast Highway (EW) - #10	AM	No	<b>YES</b>	No	<b>YES</b>
	PM	No	No	<b>YES</b>	No
Newport Center Drive (NS) at: East Coast Highway (EW) - #11	AM	No	No	No	<b>YES</b>
	PM	No	No	No	No
Avocado Avenue (NS) at: East Coast Highway (EW) - #12	AM	No	No	No	<b>YES</b>
	PM	No	No	No	No
MacArthur Boulevard (NS) at: East Coast Highway (EW) - #13	AM	No	No	No	No
	PM	No	No	No	No

<sup>1</sup> If project-generated trips are forecast to be equal to or greater than 1% of projected peak hour traffic volume, then Intersection Capacity Utilization analysis is required.

**Table 5**

**TPO Year 2019 Intersection Capacity Utilization and Levels of Service**

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	Peak Hour ICU-LOS <sup>3</sup>				ICU Increase		Significant Impact?
			TPO Year 2019 Without Project		TPO Year 2019 With Project		Morning	Evening	
			Morning	Evening	Morning	Evening			
Newport Boulevard SB Ramps (NS) at: West Coast Highway (EW) - #1	CNB/Caltrans	TS	<b>0.95-E</b>	0.72-C	<b>0.95-E</b>	0.72-C	0.00	0.00	No
Dover Drive (NS) at: Westcliff Drive (EW) - #6	CNB	TS	0.43-A	0.50-A	0.43-A	0.50-A	0.00	0.00	No
West Coast Highway (EW) - #8	CNB/Caltrans	TS	0.69-B	0.69-B	0.70-B	0.70-B	+0.01	+0.01	No
Bayside Drive (NS) at: East Coast Highway (EW) - #9	CNB/Caltrans	TS	0.75-C	0.76-C	0.76-C	0.76-C	+0.01	0.00	No
Jamboree Road (NS) at: East Coast Highway (EW) - #10	CNB/Caltrans	TS	0.62-B	0.64-B	0.63-B	0.64-B	+0.01	0.00	No
Newport Center Drive (NS) at: East Coast Highway (EW) - #11	CNB	TS	0.34-A	0.45-A	0.35-A	0.45-A	+0.01	0.00	No
Avocado Avenue (NS) at: East Coast Highway (EW) - #12	CNB	TS	0.46-A	0.48-A	0.46-A	0.49-A	0.00	+0.01	No

<sup>1</sup> CNB = City of Newport Beach; CCM = City of Costa Mesa; Caltrans = California Department of Transportation

<sup>2</sup> TS = Traffic Signal

<sup>3</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix G).



Table 6

Cumulative Year 2019 Intersection Capacity Utilization and Levels of Service

Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	Peak Hour ICU-LOS <sup>3</sup>				ICU Increase		Significant Impact?
			Cumulative Year 2019 Without Project		Cumulative Year 2019 With Project		Morning	Evening	
			Morning	Evening	Morning	Evening			
Newport Boulevard SB Ramps (NS) at: West Coast Highway (EW) - #1	CNB/Caltrans	TS	<b>0.982-E</b>	0.774-C	<b>0.983-E</b>	0.774-C	+0.001	0.000	No
Riverside Avenue (NS) at: West Coast Highway (EW) - #2	CNB/Caltrans	TS	0.883-D	<b>0.908-E</b>	0.887-D	<b>0.910-E</b>	+0.004	+0.002	No
Tustin Avenue (NS) at: West Coast Highway (EW) - #3	CNB/Caltrans	TS	0.873-D	0.704-C	0.877-D	0.706-C	+0.004	+0.002	No
Irvine Avenue (NS) at: 19th Street/Dover Drive (EW) - #4	CNB/CCM	TS	0.702-C	0.762-C	0.707-C	0.765-C	+0.005	+0.003	No
17th Street/Westcliff Drive (EW) - #5	CNB/CCM	TS	0.549-A	0.700-B	0.550-A	0.701-C	+0.001	+0.001	No
Dover Drive (NS) at: Westcliff Drive (EW) - #6	CNB	TS	0.444-A	0.507-A	0.448-A	0.509-A	+0.004	+0.002	No
16th Street (EW) - #7	CNB	TS	0.529-A	0.548-A	0.532-A	0.550-A	+0.003	+0.002	No
West Coast Highway (EW) - #8	CNB/Caltrans	TS	0.718-C	0.736-C	0.720-C	0.741-C	+0.002	+0.005	No
Bayside Drive (NS) at: East Coast Highway (EW) - #9	CNB/Caltrans	TS	0.777-C	0.785-C	0.780-C	0.787-C	+0.003	+0.002	No
Jamboree Road (NS) at: East Coast Highway (EW) - #10	CNB/Caltrans	TS	0.687-B	0.754-C	0.690-B	0.758-C	+0.003	+0.004	No
Newport Center Drive (NS) at: East Coast Highway (EW) - #11	CNB	TS	0.416-A	0.504-A	0.419-A	0.506-A	+0.003	+0.002	No
Avocado Avenue (NS) at: East Coast Highway (EW) - #12	CNB	TS	0.529-A	0.536-A	0.532-A	0.537-A	+0.003	+0.001	No
MacArthur Boulevard (NS) at: East Coast Highway (EW) - #13	CNB	TS	0.631-B	0.671-B	0.633-B	0.673-B	+0.002	+0.002	No

<sup>1</sup> CNB = City of Newport Beach; CCM = City of Costa Mesa; Caltrans = California Department of Transportation

<sup>2</sup> TS = Traffic Signal

<sup>3</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix G).

## VII. CONGESTION MANAGEMENT PROGRAM

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This section discusses the Orange County Congestion Management Program (CMP) requirements. The following study intersections are part of the CMP Highway System and require monitoring to ensure a standard Level of Service is maintained:

Newport Boulevard Southbound Ramps (NS) at:  
West Coast Highway (EW)

MacArthur Boulevard (NS) at:  
East Coast Highway (EW)

### Background

The Orange County CMP is a result of Proposition 111, which was a statewide initiative approved by the voters in June 1990. To prevent gas tax revenues from being used to promote future development, the legislation requires that a traffic impact analysis be prepared for new development. The traffic impact analysis is prepared to monitor and mitigate traffic impacts caused by new development. In Orange County, the Measure M Growth Management Program requires similar efforts; however, compliance with the CMP is required for local jurisdictions to receive Measure M2 funds.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. Although details vary from one county to another, the general approach selected by each county for conducting traffic impact analyses has common elements. The Orange County CMP uses the Intersection Capacity Utilization methodology for analysis of intersections within the designated CMP roadway system.

The Orange County CMP uses the following criteria to determine if a proposed development requires analysis:

- Development projects forecast to generate 2,400 daily trips or more and have indirect access to a CMP facility; or development projects forecast to generate 1,600 daily trips or more and have direct access to a CMP facility; or
- Projects with a potential to create an impact of more than three percent of Level of Service E capacity.

### Threshold of Significance

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

- A significant project impact is defined to occur when a proposed project is forecast to increase 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 ( $V/C > 1.00$ ).

### Project Evaluation

Since the proposed project is forecast to generate less than 1,600 daily trips, the proposed project does not satisfy the thresholds for requirement of a CMP impact analysis. Additionally, the City of Newport Beach thresholds of significance are more stringent than the CMP-established thresholds of significance. Therefore, the proposed project is forecast to result in no significant traffic impacts based on the CMP-established thresholds of significance.

## **VIII. WEST COAST HIGHWAY WIDENING AND CONSTRUCTION TRAFFIC**

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This section discusses the widening of West Coast Highway along the project frontage and traffic issues related to construction traffic.

### **A. West Coast Highway Widening**

It is recommended that the proposed project dedicate the necessary right-of-way and construct a third northbound (westbound) lane along West Coast Highway along the project frontage. The third northbound through lane will continue through the project frontage and merge to two lanes approximately 300 to 400 feet west of the project site boundary. Currently, the merge from three lanes to two lanes occurs near the east side of the project site boundary.

The proposed widening would increase the distance between the lane merge and the upstream intersection of Dover Drive/West Coast Highway. With respect to traffic operations, the proposed widening would have a positive effect on the capacity of Dover Drive/West Coast Highway by improving downstream traffic flow. Therefore, the proposed Coast Highway widening from two to three northbound lanes along the project frontage is forecast to result in no significant traffic impacts.

### **B. Construction Traffic**

Hours of construction for the proposed project are scheduled for Monday through Friday from 7:00 AM to 4:00 PM. If residential restrictions apply, the work schedule can be adjusted to 8:00 AM to 5:00 PM as required by City. Construction crew parking will occur at an off-site lot (location to be determined) and workers will be shuttled to/from the project site.

Peak construction activity is expected to occur during the demolition phase. Demolition is currently scheduled to occur over a two-week period (10 working days). Approximately 4,800 cubic yards of building and site debris will be hauled from the project site. Assuming a hauling capacity of 12 cubic yards per truck, approximately 400 truckloads will be needed for debris removal. Distributed over a ten-day period, debris removal is forecast to result in approximately 40 truckloads per day, or 80 daily (two-way) trips. Haul routes will likely occur along West/East Coast Highway to/from SR-55 and/or Jamboree Road. Material deliveries will occur as needed, but are estimated at an average of 2-3 trucks per day over the course of construction. Since the project upon completion is forecast to generate more trips than peak construction activity, project construction traffic impacts at the study intersections are forecast to be less than those identified in the previous chapters.

Additionally, the project applicant shall prepare a Final Construction Management Plan to be approved by the City of Newport Beach Community Development and Public Works Departments prior to the issuance of building permits. At a minimum, the Construction Management Plan should identify haul/delivery truck movements, likely haul routes, construction crew parking, and hours of construction.

## IV. STATE HIGHWAY FACILITIES (DELAY ANALYSIS)

This section discusses the methodology used by the California Department of Transportation (Caltrans) to assess the performance of State Highway facilities. Detailed delay and Level of Service calculation worksheets are provided in Appendix G. The delay and Level of Service calculations are based on existing intersection geometry and traffic controls.

### A. Intersection Delay Methodology

In accordance with the Caltrans requirements, the technique used to assess the performance of an intersection is known as the intersection delay method based on the procedures contained in the Highway Capacity Manual (Transportation Research Board, 2000). The methodology compares the volume of traffic using the intersection to the capacity of the intersection to calculate the delay associated with the traffic control at the intersection. The intersection delay is then correlated to a performance measure known as Level of Service based on the following thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)
	Signalized Intersection
A	$\leq 10.0$
B	$> 10.0$ to $\leq 20.0$
C	$> 20.0$ to $\leq 35.0$
D	$> 35.0$ to $\leq 55.0$
E	$> 55.0$ to $\leq 80.0$
F	$> 80.0$

Source: Highway Capacity Manual (Transportation Research Board, 2000).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure).

### B. Performance Standards & Thresholds of Significance

As stated in the Guide for the Preparation of Traffic Impact Studies (State of California Department of Transportation, 2002), "Caltrans endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". For consistency with local City requirements, this analysis defines Level of Service D as the minimum acceptable Level of Service for State Highway facilities.

Based on the established performance standards, a potentially significant traffic impact is defined to occur if the addition of project-generated trips is forecast to cause the

performance of a study intersection to change from acceptable operation (Level of Service D or better) to deficient operation (Level of Service E or F).

**C. Intersection Delay and Level of Service**

The State Highway intersection delay and Level of Service for existing and future traffic conditions are shown in Table 7.

As shown in Table 7, the State Highway study intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for Existing Plus Project traffic conditions.

As also shown in Table 7, the State Highway study intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative Year 2019 With Project traffic conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for Cumulative Year 2019 With Project traffic conditions.

**Table 7**

**State Highway Intersection Delay and Level of Service Summary**

Intersection	Peak Hour Delay (Seconds) - Level of Service <sup>1</sup>							
	Existing		Existing Plus Project		Cumulative Year 2019 Without Project		Cumulative Year 2019 With Project	
	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening
Newport Boulevard SB Ramps (NS) at: West Coast Highway (EW) - #1	13.0-B	15.7-B	13.1-B	15.7-B	15.8-B	16.8-B	16.0-B	16.8-B
Riverside Avenue (NS) at: West Coast Highway (EW) - #2	9.3-A	14.9-B	9.2-A	14.9-B	10.0-A	17.2-B	10.1-B	17.3-B
Tustin Avenue (NS) at: West Coast Highway (EW) - #3	2.3-A	3.0-A	2.3-A	3.0-A	2.7-A	3.1-A	2.7-A	3.1-A
Dover Drive (NS) at: West Coast Highway (EW) - #8	18.5-B	16.0-B	18.5-B	16.0-B	18.7-B	17.0-B	18.7-B	17.1-B
Bayside Drive (NS) at: East Coast Highway (EW) - #9	10.8-B	12.4-B	10.8-B	12.4-B	14.4-B	17.8-B	14.3-B	17.8-B
Jamboree Road (NS) at: East Coast Highway (EW) - #10	24.4-C	23.0-C	24.4-C	23.0-C	25.9-C	26.0-C	25.9-C	26.1-C

<sup>1</sup> See Appendix G for delay and Level of Service worksheets.

## **X. CONCLUSIONS**

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### **A. Off-Site Improvements**

No off-site intersection improvements were identified since the proposed project is forecast to result in no significant traffic impacts at the study intersections for the scenarios analyzed.

### **B. Recommendations**

Site-specific circulation and access recommendations are depicted on Figure 24.

Construct West Coast Highway along the project site frontage at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, as required by the City.

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

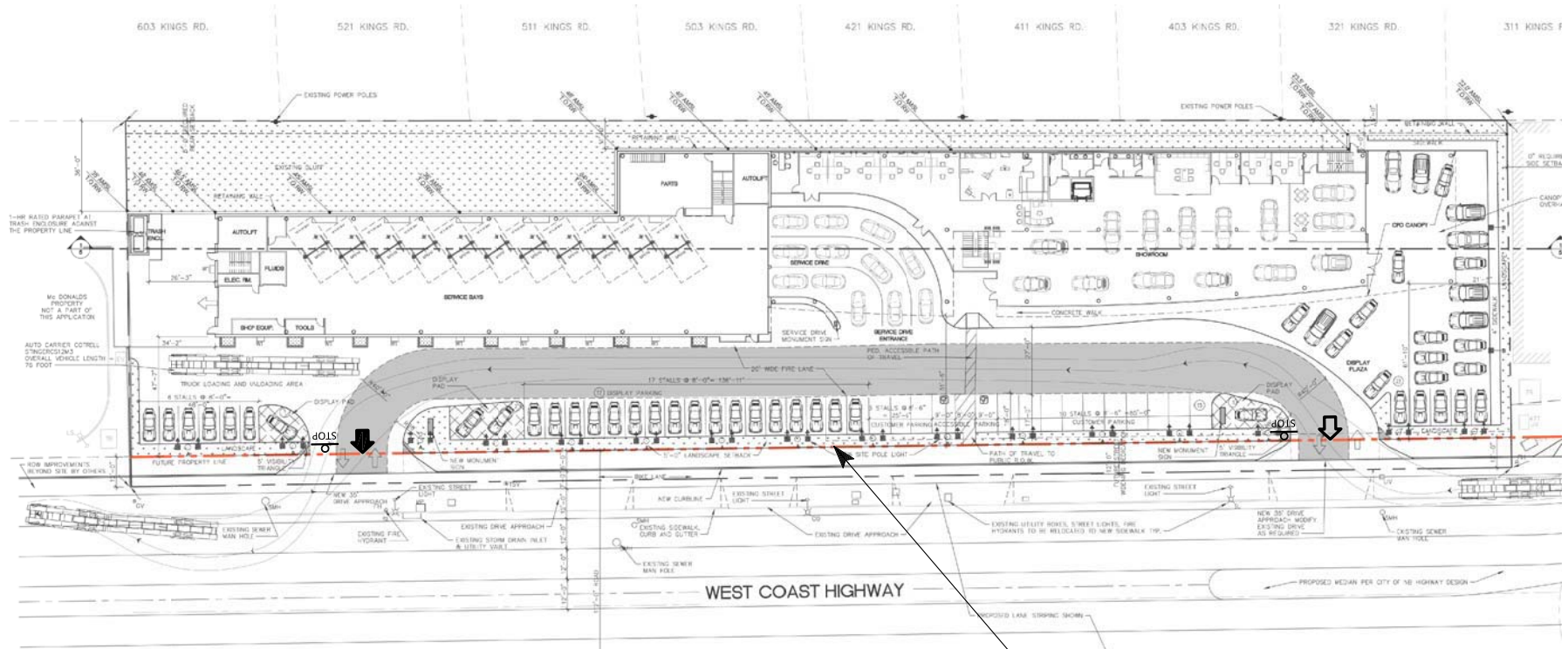
Sight distance at project access points shall comply with applicable City of Newport Beach/Caltrans sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

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.

The project applicant shall prepare a Final Construction Management Plan to be approved by the City of Newport Beach Community Development and Public Works Departments prior to the issuance of building permits.



Figure 24  
Circulation Recommendations



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

Sight distance at project access points shall comply with applicable City of Newport Beach/Caltrans sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

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.

The project applicant shall prepare a Final Construction Management Plan to be approved by the City of Newport Beach Community Development and Public Works Departments prior to the issuance of building permits.

Construct West Coast Highway along the project site frontage at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, as required by the City.

**Legend**

- ⊞ = Stop Sign
- ➡ = Full Access Driveway
- ↔ = Right Turns In/Out Only Access Driveway

## **APPENDICES**

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- Appendix A Glossary of Transportation Terms
- Appendix B Traffic Count Worksheets (Year 2013, 2015, 2016)
- Appendix C Existing Intersection Capacity Utilization and Level of Service Worksheets
- Appendix D City of Newport Beach Approved Project Data
- Appendix E Other Cumulative Project Data
- Appendix F Future Intersection Capacity Utilization and Level of Service Worksheets
- Appendix G Intersection Delay and Level of Service Worksheets

**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.

**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.

**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**

**Traffic Count Worksheets  
(Year 2013, 2015, 2016)**



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

File Name : H1302014  
 Site Code : 00003874  
 Start Date : 2/26/2013  
 Page No : 1

Groups Printed- Turning Movements

Start Time	NEWPORT RAMP Southbound			COAST HIGHWAY Westbound			DEAD END Northbound			COAST HIGHWAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	58	0	60	36	102	0	0	0	0	20	310	0	586
07:15 AM	47	0	77	47	141	0	0	0	0	14	432	0	758
07:30 AM	40	0	80	62	149	0	0	0	0	38	523	0	892
07:45 AM	65	0	122	101	210	0	0	0	0	36	677	0	1211
Total	210	0	339	246	602	0	0	0	0	108	1942	0	3447
08:00 AM	60	0	122	119	216	0	0	0	0	34	540	0	1091
08:15 AM	54	0	112	75	194	0	0	0	0	31	553	0	1019
08:30 AM	61	0	99	79	188	0	0	0	0	35	516	0	978
08:45 AM	62	0	115	90	200	0	0	0	0	34	481	0	982
Total	237	0	448	363	798	0	0	0	0	134	2090	0	4070
*** BREAK ***													
04:30 PM	97	0	138	119	390	0	0	0	0	25	241	0	1010
04:45 PM	66	0	132	142	339	0	0	0	0	21	250	1	951
Total	163	0	270	261	729	0	0	0	0	46	491	1	1961
05:00 PM	93	0	124	141	408	0	0	0	0	20	263	0	1049
05:15 PM	107	0	161	142	533	0	0	0	0	16	340	0	1299
05:30 PM	122	0	160	137	506	0	0	0	0	25	292	0	1242
05:45 PM	82	0	103	178	472	0	0	0	0	28	313	0	1176
Total	404	0	548	598	1919	0	0	0	0	89	1208	0	4766
06:00 PM	84	0	100	154	434	0	0	0	0	27	240	0	1039
06:15 PM	104	0	86	142	405	0	0	0	0	33	255	0	1025
Grand Total	1202	0	1791	1764	4887	0	0	0	0	437	6226	1	16308
Apprch %	40.2	0	59.8	26.5	73.5	0	0	0	0	6.6	93.4	0	
Total %	7.4	0	11	10.8	30	0	0	0	0	2.7	38.2	0	

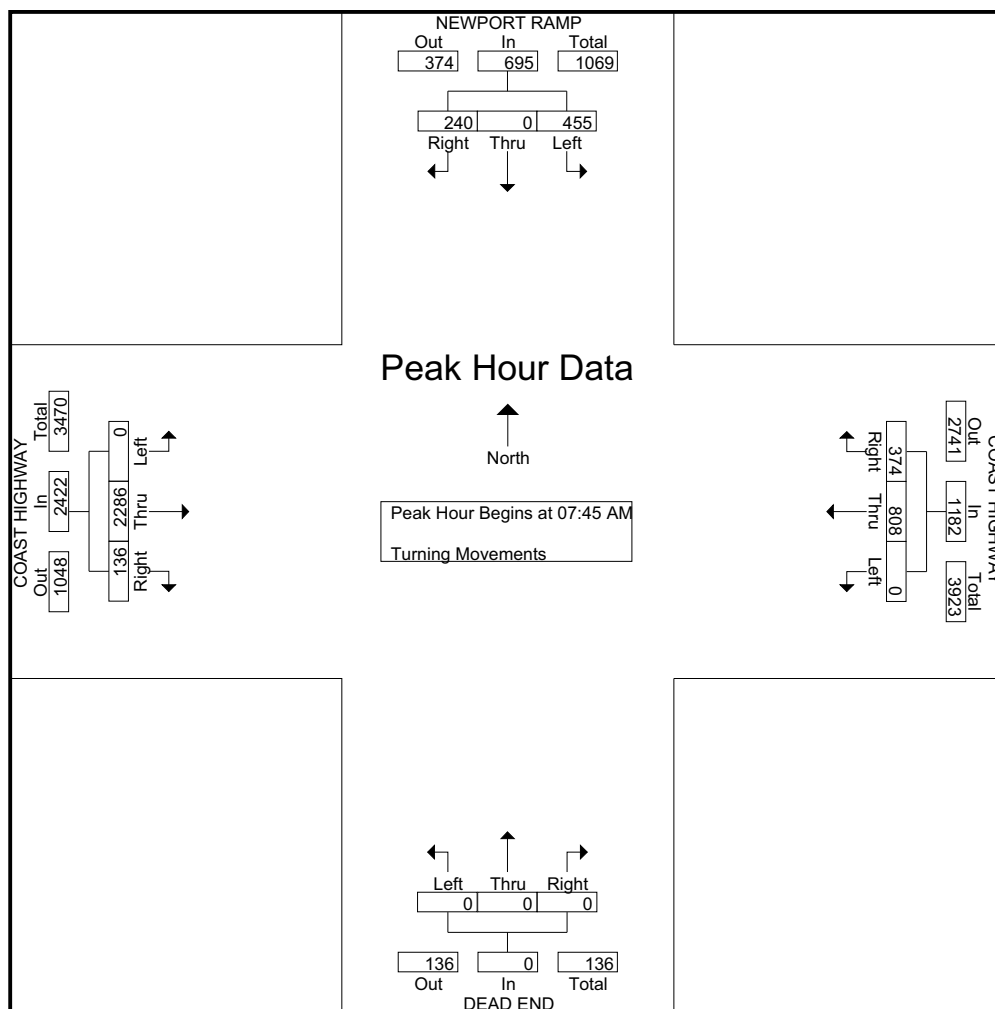
City: NEWPORT BEACH  
 N-S Direction: NEWPORT RAMP  
 E-W Direction: COAST HIGHWAY

File Name : H1302014  
 Site Code : 00003874  
 Start Date : 2/26/2013  
 Page No : 2

Start Time	NEWPORT RAMP Southbound				COAST HIGHWAY Westbound				DEAD END Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	65	0	122	187	101	210	0	311	0	0	0	0	36	677	0	713	1211
08:00 AM	60	0	122	182	119	216	0	335	0	0	0	0	34	540	0	574	1091
08:15 AM	54	0	112	166	75	194	0	269	0	0	0	0	31	553	0	584	1019
08:30 AM	61	0	99	160	79	188	0	267	0	0	0	0	35	516	0	551	978
Total Volume	240	0	455	695	374	808	0	1182	0	0	0	0	136	2286	0	2422	4299
% App. Total	34.5	0	65.5		31.6	68.4	0		0	0	0		5.6	94.4	0		
PHF	.923	.000	.932	.929	.786	.935	.000	.882	.000	.000	.000	.000	.944	.844	.000	.849	.887

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

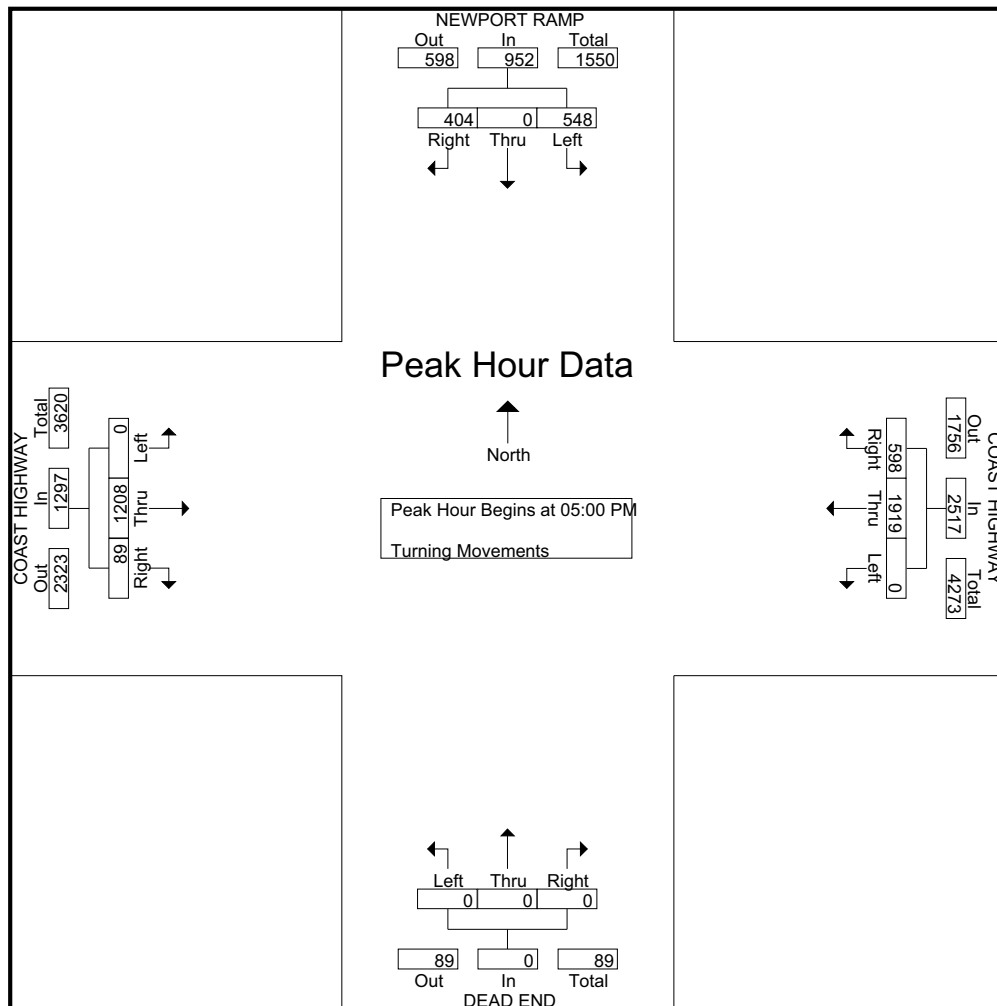
Peak Hour for Entire Intersection Begins at 07:45 AM



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

File Name : H1302014  
 Site Code : 00003874  
 Start Date : 2/26/2013  
 Page No : 3

Start Time	NEWPORT RAMP Southbound				COAST HIGHWAY Westbound				DEAD END Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	93	0	124	217	141	408	0	549	0	0	0	0	20	263	0	283	1049
05:15 PM	107	0	161	268	142	533	0	675	0	0	0	0	16	340	0	356	1299
05:30 PM	122	0	160	282	137	506	0	643	0	0	0	0	25	292	0	317	1242
05:45 PM	82	0	103	185	178	472	0	650	0	0	0	0	28	313	0	341	1176
Total Volume	404	0	548	952	598	1919	0	2517	0	0	0	0	89	1208	0	1297	4766
% App. Total	42.4	0	57.6		23.8	76.2	0		0	0	0		6.9	93.1	0		
PHF	.828	.000	.851	.844	.840	.900	.000	.932	.000	.000	.000	.000	.795	.888	.000	.911	.917



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

File Name : h1302016  
 Site Code : 00005061  
 Start Date : 2/28/2013  
 Page No : 1

**Groups Printed- Turning Movements**

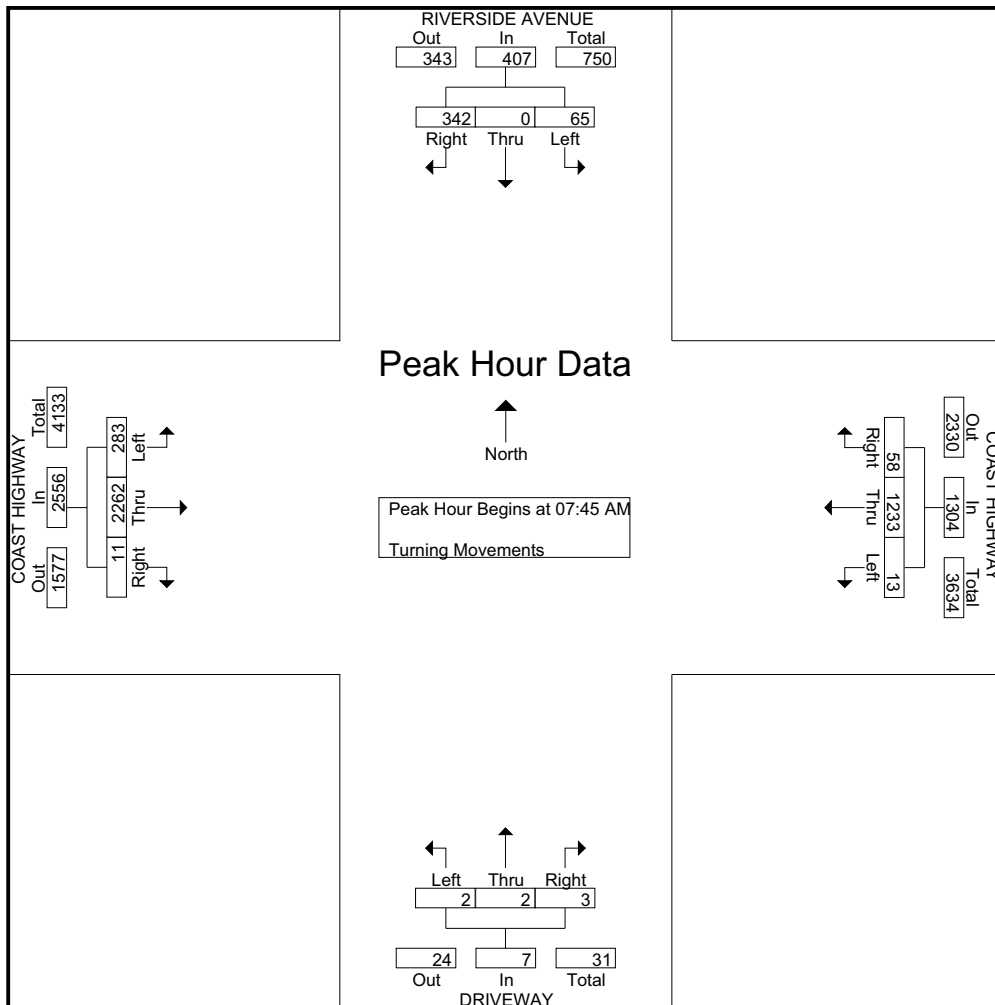
Start Time	RIVERSIDE AVENUE Southbound			COAST HIGHWAY Westbound			DRIVEWAY Northbound			COAST HIGHWAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	30	0	10	6	163	1	0	0	0	0	301	36	547
07:15 AM	45	0	14	6	196	0	0	0	0	0	362	46	669
07:30 AM	39	0	16	8	221	2	0	1	0	4	515	85	891
07:45 AM	99	0	17	16	291	1	2	2	0	4	535	97	1064
Total	213	0	57	36	871	4	2	3	0	8	1713	264	3171
08:00 AM	124	0	20	10	296	6	1	0	1	3	544	74	1079
08:15 AM	57	0	16	13	314	2	0	0	0	2	598	51	1053
08:30 AM	62	0	12	19	332	4	0	0	1	2	585	61	1078
08:45 AM	52	3	14	11	303	2	0	0	2	3	539	61	990
Total	295	3	62	53	1245	14	1	0	4	10	2266	247	4200
*** BREAK ***													
04:30 PM	89	1	15	20	570	10	2	2	6	4	397	58	1174
04:45 PM	93	1	28	21	485	12	4	0	9	4	341	91	1089
Total	182	2	43	41	1055	22	6	2	15	8	738	149	2263
05:00 PM	111	1	23	15	612	10	5	2	5	1	395	62	1242
05:15 PM	127	1	14	18	557	7	1	4	2	4	430	77	1242
05:30 PM	97	1	17	15	636	10	2	6	1	3	386	52	1226
05:45 PM	106	1	19	7	607	10	4	0	1	5	341	56	1157
Total	441	4	73	55	2412	37	12	12	9	13	1552	247	4867
06:00 PM	102	0	16	13	601	6	5	0	6	6	370	54	1179
06:15 PM	83	0	17	9	551	9	5	2	3	3	311	53	1046
Grand Total	1316	9	268	207	6735	92	31	19	37	48	6950	1014	16726
Apprch %	82.6	0.6	16.8	2.9	95.7	1.3	35.6	21.8	42.5	0.6	86.7	12.7	
Total %	7.9	0.1	1.6	1.2	40.3	0.6	0.2	0.1	0.2	0.3	41.6	6.1	

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

File Name : h1302016  
 Site Code : 00005061  
 Start Date : 2/28/2013  
 Page No : 2

Start Time	RIVERSIDE AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	99	0	17	116	16	291	1	308	2	2	0	4	4	535	97	636	1064
08:00 AM	124	0	20	144	10	296	6	312	1	0	1	2	3	544	74	621	1079
08:15 AM	57	0	16	73	13	314	2	329	0	0	0	0	2	598	51	651	1053
08:30 AM	62	0	12	74	19	332	4	355	0	0	1	1	2	585	61	648	1078
Total Volume	342	0	65	407	58	1233	13	1304	3	2	2	7	11	2262	283	2556	4274
% App. Total	84	0	16		4.4	94.6	1		42.9	28.6	28.6		0.4	88.5	11.1		
PHF	.690	.000	.813	.707	.763	.928	.542	.918	.375	.250	.500	.438	.688	.946	.729	.982	.990

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

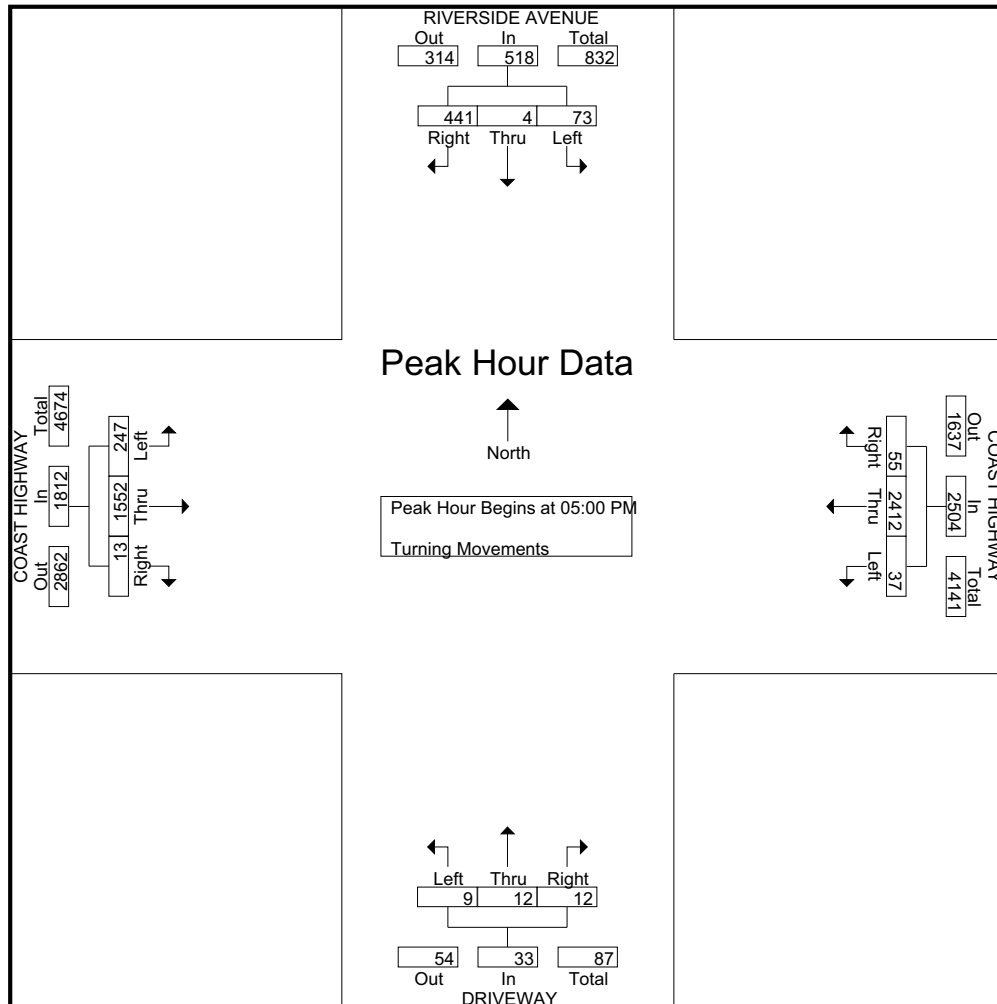


City: NEWPORT BEACH  
 N-S Direction: RIVERSIDE AVENUE  
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File Name : h1302016  
 Site Code : 00005061  
 Start Date : 2/28/2013  
 Page No : 3

Start Time	RIVERSIDE AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	111	1	23	135	15	612	10	637	5	2	5	12	1	395	62	458	1242
05:15 PM	127	1	14	142	18	557	7	582	1	4	2	7	4	430	77	511	1242
05:30 PM	97	1	17	115	15	636	10	661	2	6	1	9	3	386	52	441	1226
05:45 PM	106	1	19	126	7	607	10	624	4	0	1	5	5	341	56	402	1157
Total Volume	441	4	73	518	55	2412	37	2504	12	12	9	33	13	1552	247	1812	4867
% App. Total	85.1	0.8	14.1		2.2	96.3	1.5		36.4	36.4	27.3		0.7	85.7	13.6		
PHF	.868	1.00	.793	.912	.764	.948	.925	.947	.600	.500	.450	.688	.650	.902	.802	.886	.980

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



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

File Name : h1302017  
 Site Code : 00005060  
 Start Date : 2/28/2013  
 Page No : 1

Groups Printed- Turning Movements

Start Time	TUSTIN AVENUE Southbound			COAST HIGHWAY Westbound			DRIVEWAY Northbound			COAST HIGHWAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	1	1	3	3	159	0	0	0	1	0	339	2	509
07:15 AM	3	0	3	1	199	0	0	0	1	0	371	6	584
07:30 AM	4	1	1	6	226	0	0	0	0	0	502	4	744
07:45 AM	3	0	7	33	310	0	0	0	0	0	529	19	901
Total	11	2	14	43	894	0	0	0	2	0	1741	31	2738
08:00 AM	6	0	13	8	295	0	0	1	0	0	553	6	882
08:15 AM	5	0	13	8	318	0	0	0	0	0	613	5	962
08:30 AM	3	0	9	10	344	0	0	0	0	0	578	11	955
08:45 AM	1	0	7	9	345	0	0	0	0	0	554	3	919
Total	15	0	42	35	1302	0	0	1	0	0	2298	25	3718
*** BREAK ***													
04:30 PM	9	0	7	14	552	0	0	0	0	3	391	26	1002
04:45 PM	8	1	9	10	543	0	3	0	1	2	347	19	943
Total	17	1	16	24	1095	0	3	0	1	5	738	45	1945
05:00 PM	8	1	6	10	591	0	0	0	0	3	391	18	1028
05:15 PM	6	1	10	14	580	0	0	0	1	0	443	15	1070
05:30 PM	8	0	8	11	651	0	0	0	0	2	379	14	1073
05:45 PM	3	0	13	5	644	0	0	1	1	0	362	16	1045
Total	25	2	37	40	2466	0	0	1	2	5	1575	63	4216
06:00 PM	5	0	9	5	608	0	0	0	0	4	368	16	1015
06:15 PM	7	0	3	7	575	0	0	0	1	6	321	11	931
Grand Total	80	5	121	154	6940	0	3	2	6	20	7041	191	14563
Apprch %	38.8	2.4	58.7	2.2	97.8	0	27.3	18.2	54.5	0.3	97.1	2.6	
Total %	0.5	0	0.8	1.1	47.7	0	0	0	0	0.1	48.3	1.3	

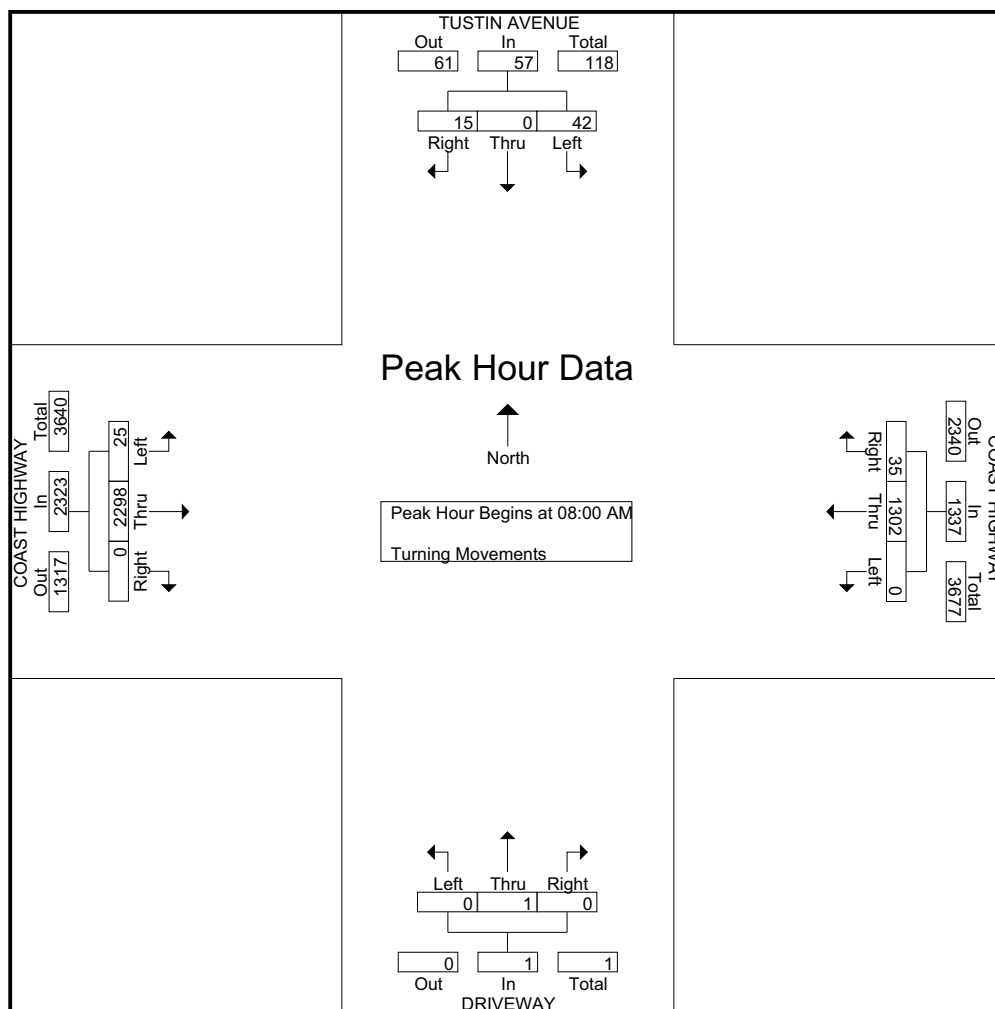
City: NEWPORT BEACH  
 N-S Direction: TUSTIN AVENUE  
 E-W Direction: COAST HIGHWAY

File Name : h1302017  
 Site Code : 00005060  
 Start Date : 2/28/2013  
 Page No : 2

Start Time	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
08:00 AM	6	0	13	19	8	295	0	303	0	1	0	1	0	553	6	559	882
08:15 AM	5	0	13	18	8	318	0	326	0	0	0	0	0	613	5	618	962
08:30 AM	3	0	9	12	10	344	0	354	0	0	0	0	0	578	11	589	955
08:45 AM	1	0	7	8	9	345	0	354	0	0	0	0	0	554	3	557	919
Total Volume	15	0	42	57	35	1302	0	1337	0	1	0	1	0	2298	25	2323	3718
% App. Total	26.3	0	73.7		2.6	97.4	0		0	100	0		0	98.9	1.1		
PHF	.625	.000	.808	.750	.875	.943	.000	.944	.000	.250	.000	.250	.000	.937	.568	.940	.966

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

Peak Hour for Entire Intersection Begins at 08:00 AM

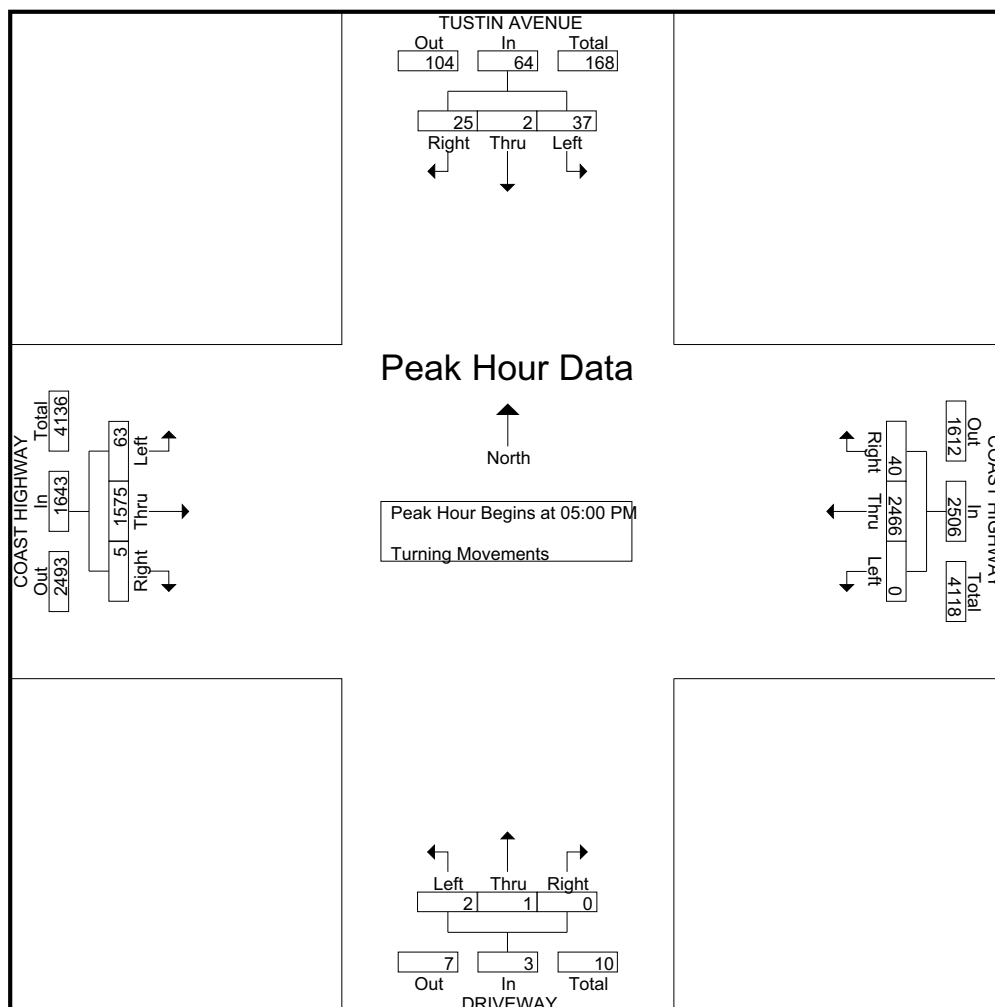




City: NEWPORT BEACH  
 N-S Direction: TUSTIN AVENUE  
 E-W Direction: COAST HIGHWAY

File Name : h1302017  
 Site Code : 00005060  
 Start Date : 2/28/2013  
 Page No : 3

Start Time	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	8	1	6	15	10	591	0	601	0	0	0	0	3	391	18	412	1028
05:15 PM	6	1	10	17	14	580	0	594	0	0	1	1	0	443	15	458	1070
05:30 PM	8	0	8	16	11	651	0	662	0	0	0	0	2	379	14	395	1073
05:45 PM	3	0	13	16	5	644	0	649	0	1	1	2	0	362	16	378	1045
Total Volume	25	2	37	64	40	2466	0	2506	0	1	2	3	5	1575	63	1643	4216
% App. Total	39.1	3.1	57.8		1.6	98.4	0		0	33.3	66.7		0.3	95.9	3.8		
PHF	.781	.500	.712	.941	.714	.947	.000	.946	.000	.250	.500	.375	.417	.889	.875	.897	.982



City: NEWPORT BEACH  
 N-S- Direction: IRVINE AVENIE  
 E-W Direction: DOVER DR / 19TH ST

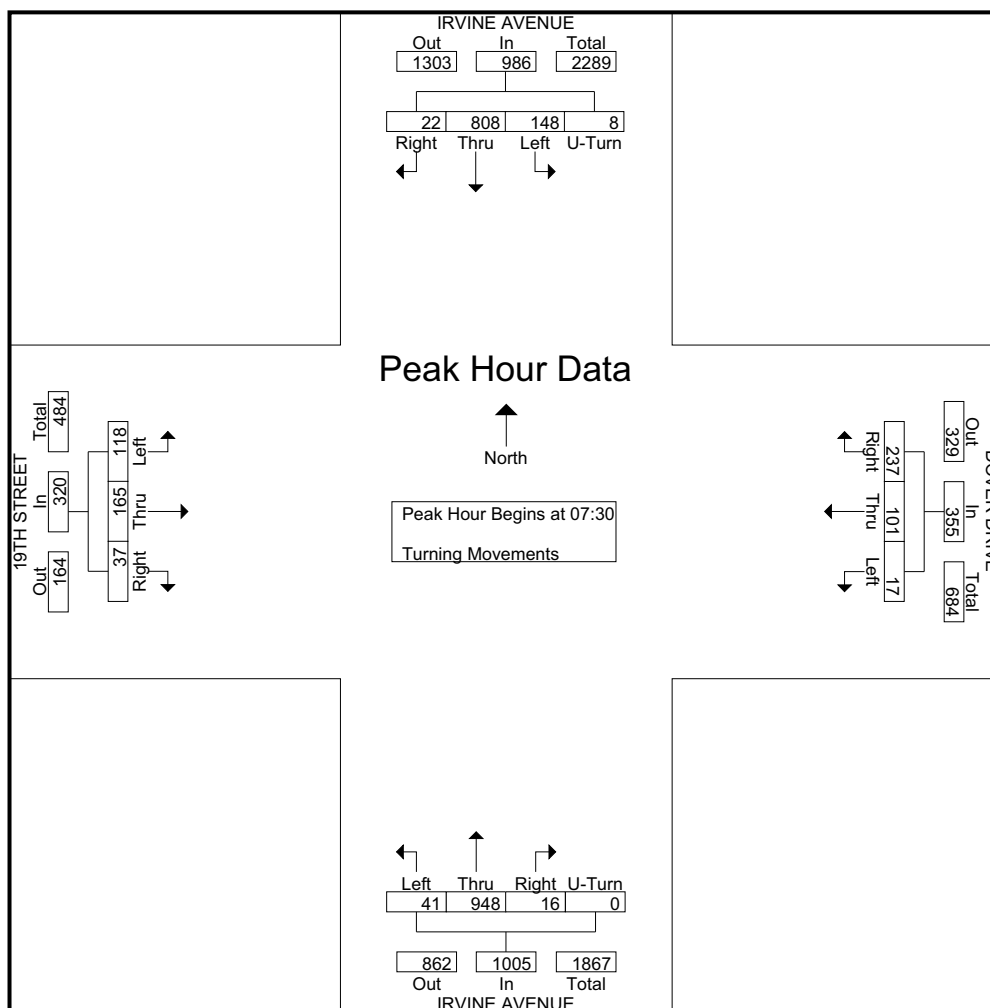
File Name : H1602098  
 Site Code : 00000000  
 Start Date : 3/1/2016  
 Page No : 1

Groups Printed- Turning Movements

Start Time	IRVINE AVENUE Southbound				DOVER DRIVE Westbound			IRVINE AVENUE Northbound				19TH STREET Eastbound			Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	
07:00	4	106	15	0	23	13	3	3	114	5	0	9	16	12	323
07:15	2	156	24	0	24	23	0	4	155	10	0	7	27	13	445
07:30	4	219	37	3	68	23	5	3	241	14	0	14	39	20	690
07:45	5	225	48	4	76	29	2	3	223	8	0	8	40	28	699
Total	15	706	124	7	191	88	10	13	733	37	0	38	122	73	2157
08:00	9	132	31	0	59	28	5	6	239	8	0	7	55	43	622
08:15	4	232	32	1	34	21	5	4	245	11	0	8	31	27	655
08:30	17	135	52	0	46	23	4	10	195	14	0	8	28	29	561
08:45	5	171	30	2	42	29	3	4	175	8	0	8	38	20	535
Total	35	670	145	3	181	101	17	24	854	41	0	31	152	119	2373
16:30	12	250	40	1	38	49	2	6	175	15	1	12	22	6	629
16:45	13	295	35	3	53	50	5	7	159	13	3	12	20	14	682
Total	25	545	75	4	91	99	7	13	334	28	4	24	42	20	1311
17:00	30	258	37	1	79	44	9	8	206	21	0	13	23	11	740
17:15	15	315	32	1	63	47	13	4	144	24	1	9	18	9	695
17:30	22	326	32	1	56	49	6	5	147	14	1	11	26	5	701
17:45	20	338	34	3	54	49	7	5	129	14	0	6	22	15	696
Total	87	1237	135	6	252	189	35	22	626	73	2	39	89	40	2832
18:00	21	312	44	0	64	38	9	8	154	14	0	5	27	11	707
18:15	12	302	38	0	40	21	4	6	135	11	0	9	25	11	614
Grand Total	195	3772	561	20	819	536	82	86	2836	204	6	146	457	274	9994
Apprch %	4.3	82.9	12.3	0.4	57	37.3	5.7	2.7	90.5	6.5	0.2	16.6	52.1	31.2	
Total %	2	37.7	5.6	0.2	8.2	5.4	0.8	0.9	28.4	2	0.1	1.5	4.6	2.7	

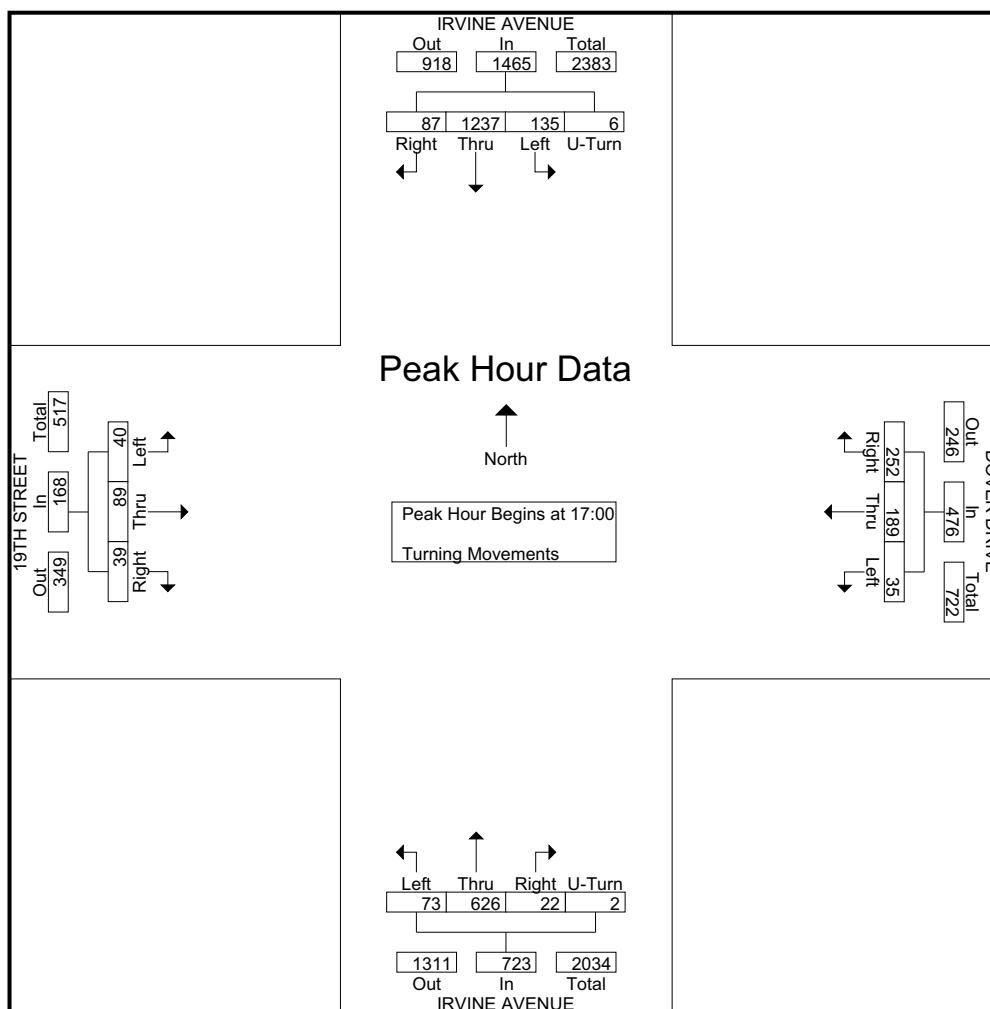
Start Time	IRVINE AVENUE Southbound					DOVER DRIVE Westbound				IRVINE AVENUE Northbound					19TH STREET Eastbound				Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	
07:00	4	219	37	3	263	68	23	5	96	3	241	14			14				
07:45	5	225	48	4	282	76	29	2	107	6	239	8	0	253	7	55	43	105	699
08:00	9	132	31	0	172	59	28	5	92	6	239	8	0	253	7	55	43	105	622
08:15	4	232	32	1	269	34	21	5	60	4	245	11	0	260	8	31	27	66	655
Total Volume	22	808	148	8	986	237	101	17	355	16	948	41	0	1005	37	165	118	320	2666
% App. Total	2.2	81.9	15	0.8		66.8	28.5	4.8		1.6	94.3	4.1	0		11.6	51.6	36.9		
PHF	.611	.871	.771	.500	.874	.780	.871	.850	.829	.667	.967	.732	.000	.966	.661	.750	.686	.762	.954

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



Start Time	IRVINE AVENUE Southbound					DOVER DRIVE Westbound				IRVINE AVENUE Northbound					19TH STREET Eastbound				Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	
17:00	30	258	37	1	326	79	44	9	132	8	206	21	0	235	13	23	11	47	740
17:15	15	315	32	1	363	63	47	13	123	4	144	24	1	173	9	18	9	36	695
17:30	22	326	32	1	381	56	49	6	111	5	147	14	1	167	11	26	5	42	701
17:45	20	338	34	3	395	54	49	7	110	5	129	14	0	148	6	22	15	43	696
Total Volume	87	1237	135	6	1465	252	189	35	476	22	626	73	2	723	39	89	40	168	2832
% App. Total	5.9	84.4	9.2	0.4		52.9	39.7	7.4		3	86.6	10.1	0.3		23.2	53	23.8		
PHF	.725	.915	.912	.500	.927	.797	.964	.673	.902	.688	.760	.760	.500	.769	.750	.856	.667	.894	.957

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 17:00



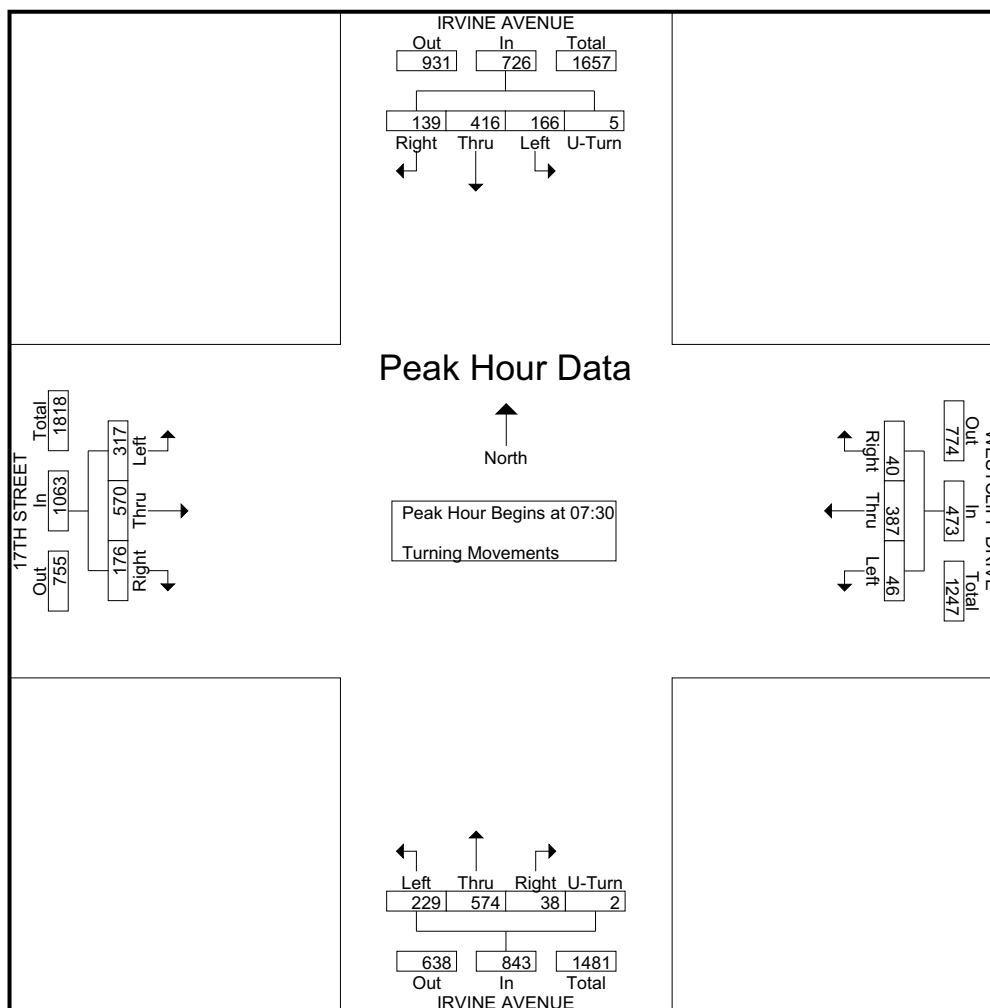
City: NEWPORT BEACH  
 N-S- Direction: IRVINE AVENUE  
 E-W Direction: WESTCLIFF DR / 17TH ST

File Name : H1602097  
 Site Code : 00000000  
 Start Date : 3/1/2016  
 Page No : 1

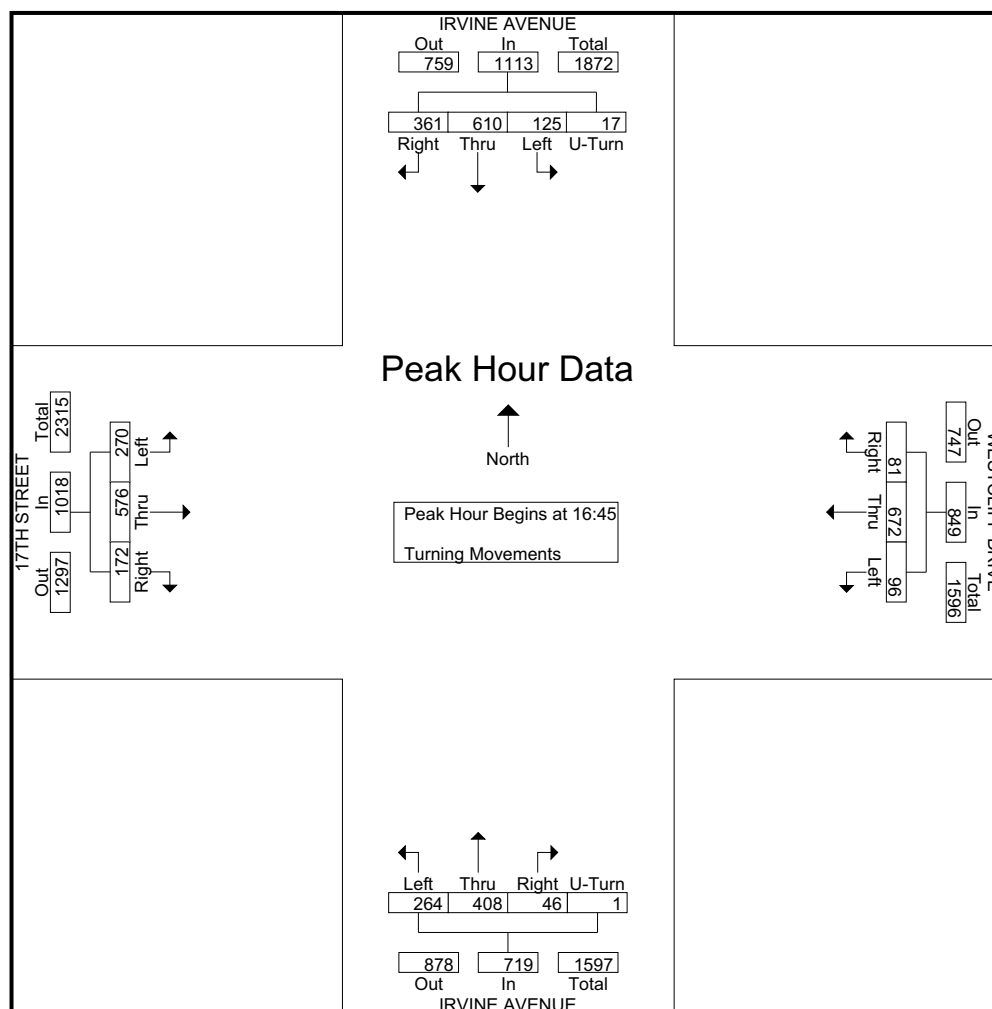
Groups Printed- Turning Movements

Start Time	IRVINE AVENUE Southbound				WESTCLIFF DRIVE Westbound			IRVINE AVENUE Northbound				17TH STREET Eastbound			Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	
07:00	24	50	16	0	2	48	6	3	75	45	0	48	86	36	439
07:15	27	103	16	0	5	42	10	5	109	56	0	37	72	54	536
07:30	26	130	39	1	7	91	11	10	148	54	1	64	140	70	792
07:45	40	152	60	1	6	76	13	6	162	71	0	54	139	63	843
Total	117	435	131	2	20	257	40	24	494	226	1	203	437	223	2610
08:00	42	66	32	0	11	99	11	19	131	56	0	28	145	93	733
08:15	31	68	35	3	16	121	11	3	133	48	1	30	146	91	737
08:30	40	84	53	0	19	101	13	9	109	60	0	34	130	48	700
08:45	46	68	48	1	13	107	11	8	95	55	1	52	133	69	707
Total	159	286	168	4	59	428	46	39	468	219	2	144	554	301	2877
16:30	71	107	39	6	13	173	19	19	109	43	1	45	138	67	850
16:45	70	129	42	6	30	165	24	15	94	65	0	46	153	65	904
Total	141	236	81	12	43	338	43	34	203	108	1	91	291	132	1754
17:00	82	157	31	2	18	173	23	6	124	88	1	34	164	76	979
17:15	100	164	23	4	16	188	20	12	92	54	0	39	118	58	888
17:30	109	160	29	5	17	146	29	13	98	57	0	53	141	71	928
17:45	94	150	27	1	14	141	25	10	81	58	0	55	107	55	818
Total	385	631	110	12	65	648	97	41	395	257	1	181	530	260	3613
18:00	99	130	38	5	12	136	25	12	77	52	3	59	137	57	842
18:15	103	133	27	1	12	80	28	8	94	49	1	49	109	46	740
Grand Total	1004	1851	555	36	211	1887	279	158	1731	911	9	727	2058	1019	12436
Apprch %	29.1	53.7	16.1	1	8.9	79.4	11.7	5.6	61.6	32.4	0.3	19.1	54.1	26.8	
Total %	8.1	14.9	4.5	0.3	1.7	15.2	2.2	1.3	13.9	7.3	0.1	5.8	16.5	8.2	

Start Time	IRVINE AVENUE Southbound					WESTCLIFF DRIVE Westbound				IRVINE AVENUE Northbound					17TH STREET Eastbound				Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30																			
07:30	26	130	39	1	196	7	91	11	109	10	148	54	1	206	64	139	63	274	792
07:45	40	152	60	1	253	6	76	13	121	19	162	71	0	239	54	139	63	256	843
08:00	42	66	32	0	140	11	99	11	121	19	131	56	0	206	28	145	93	266	733
08:15	31	68	35	3	137	16	121	11	148						146	91	267	737	
Total Volume	139	416	166	5	726	40	387	46	473	38	574	229	2	843	176	570	317	1063	3105
% App. Total	19.1	57.3	22.9	0.7		8.5	81.8	9.7		4.5	68.1	27.2	0.2		16.6	53.6	29.8		
PHF	.827	.684	.692	.417	.717	.625	.800	.885	.799	.500	.886	.806	.500	.882	.688	.976	.852	.970	.921



Start Time	IRVINE AVENUE Southbound					WESTCLIFF DRIVE Westbound				IRVINE AVENUE Northbound					17TH STREET Eastbound				Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 16:45																			
17:00	82	157	31	2	272	18	173	23	214	6	124	88	1	219	34	164	76	274	979
17:15	100	164	23	4	291	16	188	20	224	12	92	54	0	158	39	118	58	215	888
17:30	109	160	29	5	303	17	146	29	192	13	98	57	0	168	53	141	71	265	928
Total Volume	361	610	125	17	1113	81	672	96	849	46	408	264	1	719	172	576	270	1018	3699
% App. Total	32.4	54.8	11.2	1.5		9.5	79.2	11.3		6.4	56.7	36.7	0.1		16.9	56.6	26.5		
PHF	.828	.930	.744	.708	.918	.675	.894	.828	.948	.767	.823	.750	.250	.821	.811	.878	.888	.929	.945



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

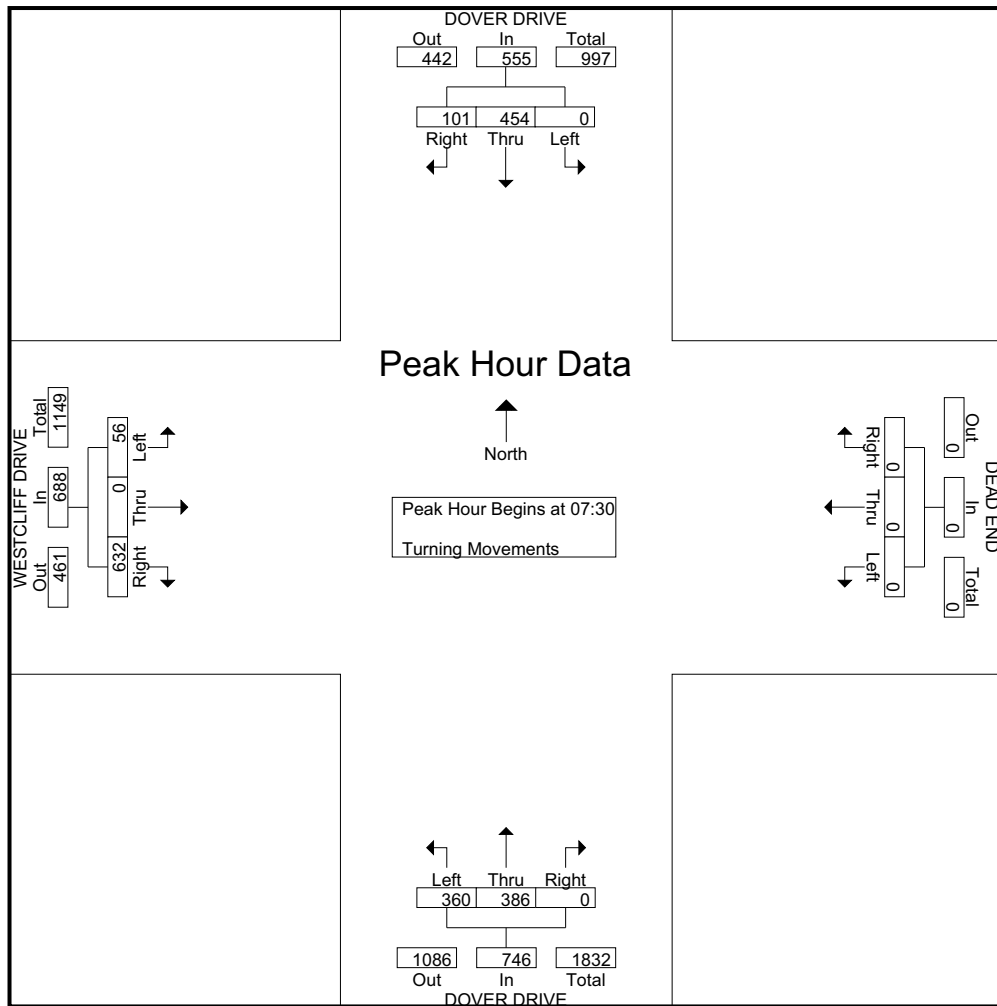
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 Site Code : 00000000  
 Start Date : 3/19/2015  
 Page No : 1

Groups Printed- Turning Movements

Start Time	DOVER DRIVE Southbound			DEAD END Westbound			DOVER DRIVE Northbound			WESTCLIFF DRIVE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00	11	50	0	0	0	0	0	44	37	76	0	10	228
07:15	10	67	0	0	0	0	0	48	47	113	0	13	298
07:30	24	141	0	0	0	0	0	69	50	142	0	14	440
07:45	35	146	0	0	0	0	0	137	108	204	0	10	640
Total	80	404	0	0	0	0	0	298	242	535	0	47	1606
08:00	15	78	0	0	0	0	0	100	110	144	0	18	465
08:15	27	89	0	0	0	0	0	80	92	142	0	14	444
08:30	22	77	0	0	0	0	0	65	78	142	0	20	404
08:45	16	93	0	0	0	0	0	69	104	128	0	16	426
Total	80	337	0	0	0	0	0	314	384	556	0	68	1739
16:30	18	60	0	0	0	0	0	116	144	110	0	37	485
16:45	21	73	0	0	0	0	0	110	127	113	0	24	468
Total	39	133	0	0	0	0	0	226	271	223	0	61	953
17:00	22	66	0	0	0	0	0	151	205	112	0	30	586
17:15	19	76	0	0	0	0	0	134	151	114	0	38	532
17:30	26	98	0	0	0	0	0	107	161	135	0	31	558
17:45	22	98	0	0	0	0	0	134	163	100	0	29	546
Total	89	338	0	0	0	0	0	526	680	461	0	128	2222
18:00	26	107	0	0	0	0	0	157	170	106	0	26	592
18:15	28	89	0	0	0	0	0	108	122	114	0	21	482
Grand Total	342	1408	0	0	0	0	0	1629	1869	1995	0	351	7594
Apprch %	19.5	80.5	0	0	0	0	0	46.6	53.4	85	0	15	
Total %	4.5	18.5	0	0	0	0	0	21.5	24.6	26.3	0	4.6	

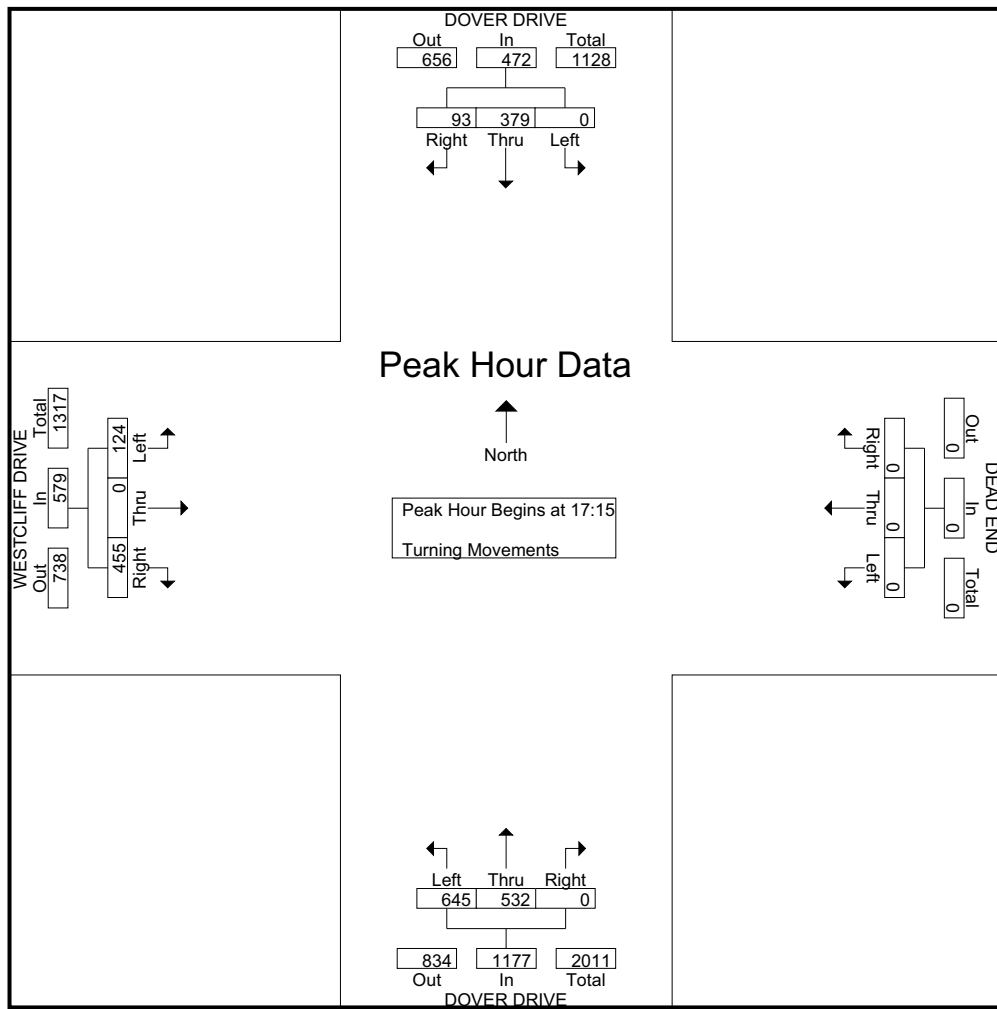


Start Time	DOVER DRIVE Southbound				DEAD END Westbound				DOVER DRIVE Northbound				WESTCLIFF DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	24	141	0	165	0	0	0	0	0	69	50	119	142	0	14	156	440
07:45	<b>35</b>	<b>146</b>	0	<b>181</b>	0	0	0	0	0	<b>137</b>	108	<b>245</b>	<b>204</b>	0	10	<b>214</b>	<b>640</b>
08:00	15	78	0	93	0	0	0	0	0	100	<b>110</b>	210	144	0	<b>18</b>	162	465
08:15	27	89	0	116	0	0	0	0	0	80	92	172	142	0	14	156	444
Total Volume	101	454	0	555	0	0	0	0	0	386	360	746	632	0	56	688	1989
% App. Total	18.2	81.8	0		0	0	0		0	51.7	48.3		91.9	0	8.1		
PHF	.721	.777	.000	.767	.000	.000	.000	.000	.000	.704	.818	.761	.775	.000	.778	.804	.777



Start Time	DOVER DRIVE Southbound				DEAD END Westbound				DOVER DRIVE Northbound				WESTCLIFF DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
17:15	19	76	0	95	0	0	0	0	0	134	151	285	114	0	38	152	532
17:30	26	98	0	124	0	0	0	0	0	107	161	268	135	0	31	166	558
17:45	22	98	0	120	0	0	0	0	0	134	163	297	100	0	29	129	546
18:00	26	107	0	133	0	0	0	0	0	157	170	327	106	0	26	132	592
Total Volume	93	379	0	472	0	0	0	0	0	532	645	1177	455	0	124	579	2228
% App. Total	19.7	80.3	0		0	0	0		0	45.2	54.8		78.6	0	21.4		
PHF	.894	.886	.000	.887	.000	.000	.000	.000	.000	.847	.949	.900	.843	.000	.816	.872	.941

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 17:15



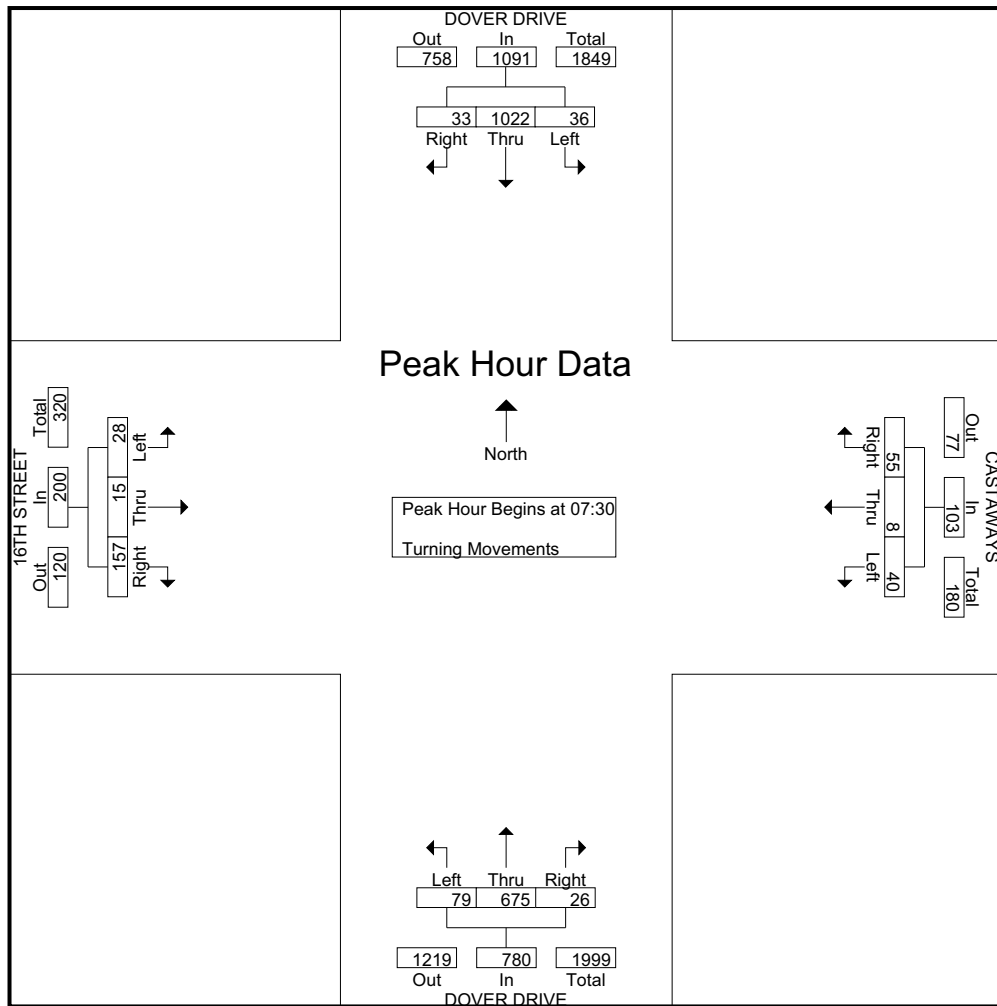
City: NEWPORT BEACH  
 N-S- Direction: DOVER DRIVE  
 E-W Direction: 16TH ST / CASTAWAYS

File Name : h1503010  
 Site Code : 00000000  
 Start Date : 3/19/2015  
 Page No : 1

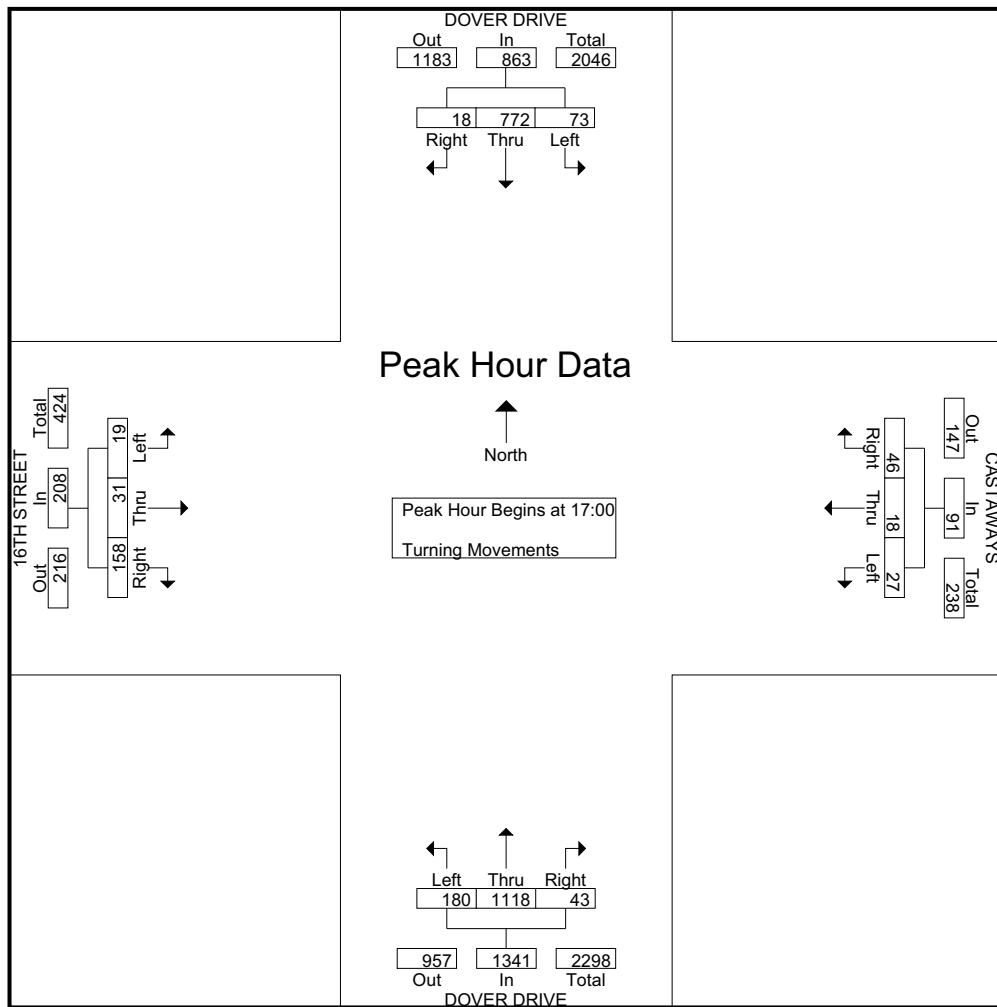
Groups Printed- Turning Movements

Start Time	DOVER DRIVE Southbound			CASTAWAYS Westbound			DOVER DRIVE Northbound			16TH STREET Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00	4	113	8	4	2	5	6	71	17	22	2	4	258
07:15	3	159	9	7	4	4	6	76	8	35	4	3	318
07:30	11	270	6	14	4	12	3	112	13	43	4	8	500
07:45	16	336	7	19	2	20	8	218	24	43	1	13	707
Total	34	878	30	44	12	41	23	477	62	143	11	28	1783
08:00	0	201	11	9	1	2	5	195	24	36	7	4	495
08:15	6	215	12	13	1	6	10	150	18	35	3	3	472
08:30	5	194	11	12	6	12	8	143	16	48	8	2	465
08:45	10	208	12	9	3	11	7	174	22	38	11	1	506
Total	21	818	46	43	11	31	30	662	80	157	29	10	1938
16:30	8	189	14	14	4	3	8	242	29	45	4	5	565
16:45	3	194	15	8	3	6	9	263	39	42	12	6	600
Total	11	383	29	22	7	9	17	505	68	87	16	11	1165
17:00	3	185	20	14	2	11	14	297	47	37	10	6	646
17:15	5	184	21	11	2	5	5	250	36	38	7	5	569
17:30	7	216	17	9	6	8	10	277	40	44	6	4	644
17:45	3	187	15	12	8	3	14	294	57	39	8	4	644
Total	18	772	73	46	18	27	43	1118	180	158	31	19	2503
18:00	10	180	11	12	6	9	8	289	43	38	6	3	615
18:15	5	198	12	10	6	7	8	215	30	30	6	2	529
Grand Total	99	3229	201	177	60	124	129	3266	463	613	99	73	8533
Apprch %	2.8	91.5	5.7	49	16.6	34.3	3.3	84.7	12	78.1	12.6	9.3	
Total %	1.2	37.8	2.4	2.1	0.7	1.5	1.5	38.3	5.4	7.2	1.2	0.9	

Start Time	DOVER DRIVE Southbound				CASTAWAYS Westbound				DOVER DRIVE Northbound				16TH STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	11	270	6	287	14	4	12	30	3	112	13	128	43	4	8	55	500
07:45	16	336	7	359	19	2	20	41	8	218	24	250	43	1	13	57	707
08:00	0	201	11	212	9	1	2	12	5	195	24	224	36	7	4	47	495
08:15	6	215	12	233	13	1	6	20	10	150	18	178	35	3	3	41	472
Total Volume	33	1022	36	1091	55	8	40	103	26	675	79	780	157	15	28	200	2174
% App. Total	3	93.7	3.3		53.4	7.8	38.8		3.3	86.5	10.1		78.5	7.5	14		
PHF	.516	.760	.750	.760	.724	.500	.500	.628	.650	.774	.823	.780	.913	.536	.538	.877	.769



Start Time	DOVER DRIVE Southbound				CASTAWAYS Westbound				DOVER DRIVE Northbound				16TH STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	3	185	20	208	14	2	11	27	14	297	47	358	37	10	6	53	646
17:15	5	184	21	210	11	2	5	18	5	250	36	291	38	7	5	50	569
17:30	7	216	17	240	9	6	8	23	10	277	40	327	44	6	4	54	644
17:45	3	187	15	205	12	8	3	23	14	294	57	365	39	8	4	51	644
Total Volume	18	772	73	863	46	18	27	91	43	1118	180	1341	158	31	19	208	2503
% App. Total	2.1	89.5	8.5		50.5	19.8	29.7		3.2	83.4	13.4		76	14.9	9.1		
PHF	.643	.894	.869	.899	.821	.563	.614	.843	.768	.941	.789	.918	.898	.775	.792	.963	.969



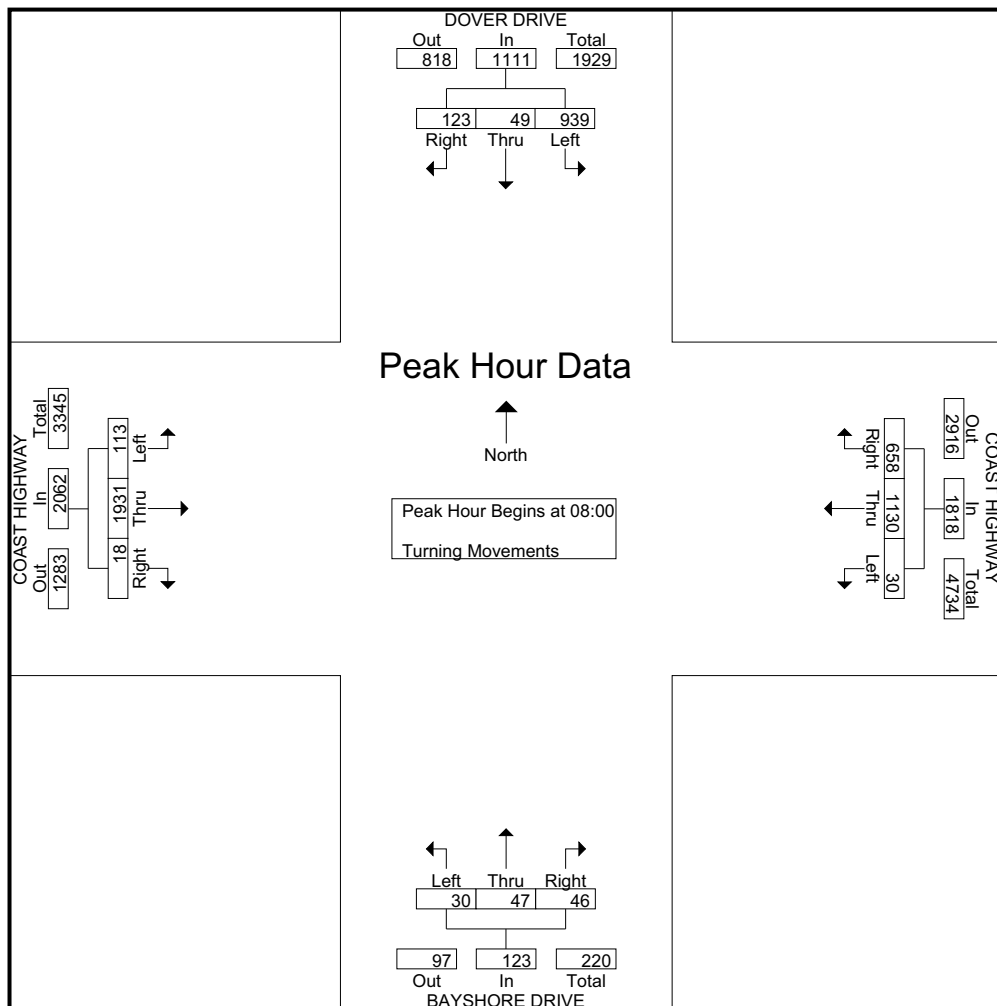
City: NEWPORT BEACH  
 N-S- Direction: DOVER DR / BAYSHORE DR  
 E-W Direction: COASTHIGHWAY

File Name : h1602088  
 Site Code : 00000000  
 Start Date : 3/1/2016  
 Page No : 1

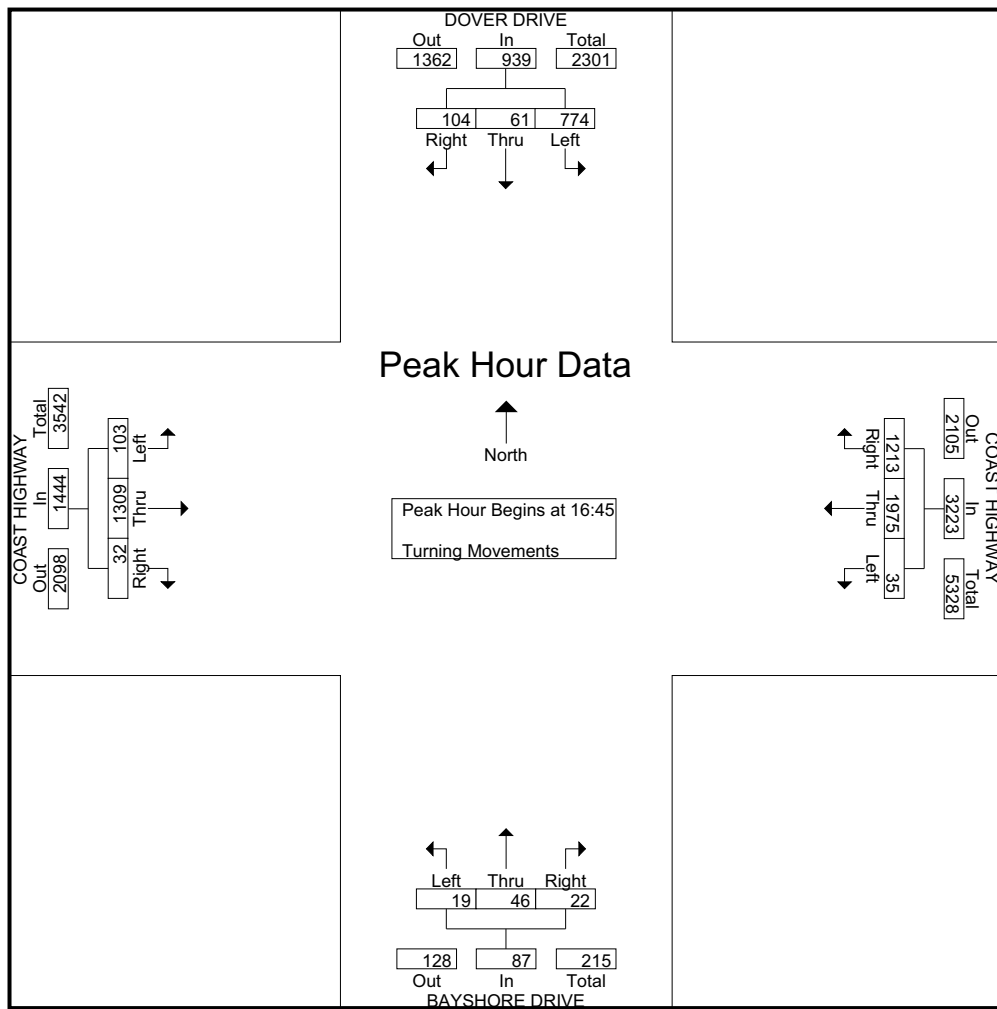
Groups Printed- Turning Movements

Start Time	DOVER DRIVE Southbound			COAST HIGHWAY Westbound			BAYSHORE DRIVE Northbound			COAST HIGHWAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00	26	7	109	83	153	3	14	8	4	7	355	20	789
07:15	22	5	172	77	207	8	19	7	8	6	516	11	1058
07:30	22	11	216	118	195	1	19	13	9	8	490	32	1134
07:45	22	8	262	155	265	2	14	15	5	9	523	23	1303
Total	92	31	759	433	820	14	66	43	26	30	1884	86	4284
08:00	33	14	242	161	262	10	5	10	10	5	465	33	1250
08:15	28	9	226	192	296	10	7	14	6	5	487	27	1307
08:30	37	11	249	137	270	3	16	9	8	2	477	23	1242
08:45	25	15	222	168	302	7	18	14	6	6	502	30	1315
Total	123	49	939	658	1130	30	46	47	30	18	1931	113	5114
16:30	25	19	191	264	483	8	13	12	1	10	329	20	1375
16:45	30	19	193	307	444	11	6	11	7	7	329	32	1396
Total	55	38	384	571	927	19	19	23	8	17	658	52	2771
17:00	32	11	167	305	478	8	6	7	6	12	313	29	1374
17:15	27	15	228	320	542	4	7	12	4	5	309	18	1491
17:30	15	16	186	281	511	12	3	16	2	8	358	24	1432
17:45	25	21	157	288	427	15	2	13	6	5	301	32	1292
Total	99	63	738	1194	1958	39	18	48	18	30	1281	103	5589
18:00	30	18	188	250	421	8	8	13	4	5	328	27	1300
18:15	25	16	141	225	433	9	6	6	5	5	319	21	1211
Grand Total	424	215	3149	3331	5689	119	163	180	91	105	6401	402	20269
Apprch %	11.2	5.7	83.1	36.4	62.2	1.3	37.6	41.5	21	1.5	92.7	5.8	
Total %	2.1	1.1	15.5	16.4	28.1	0.6	0.8	0.9	0.4	0.5	31.6	2	

Start Time	DOVER DRIVE Southbound				COAST HIGHWAY Westbound				BAYSHORE DRIVE Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	33	14	242	289	161	262	10	433	5	10	10	25	5	465	33	503	1250
08:15	28	9	226	263	192	296	10	498	7	14	6	27	5	487	27	519	1307
08:30	37	11	249	297	137	270	3	410	16	9	8	33	2	477	23	502	1242
08:45	25	15	222	262	168	302	7	477	18	14	6	38	6	502	30	538	1315
Total Volume	123	49	939	1111	658	1130	30	1818	46	47	30	123	18	1931	113	2062	5114
% App. Total	11.1	4.4	84.5		36.2	62.2	1.7		37.4	38.2	24.4		0.9	93.6	5.5		
PHF	.831	.817	.943	.935	.857	.935	.750	.913	.639	.839	.750	.809	.750	.962	.856	.958	.972



Start Time	DOVER DRIVE Southbound				COAST HIGHWAY Westbound				BAYSHORE DRIVE Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	30	19	193	242	307	444	11	762	6	11	7	24	7	329	32	368	1396
17:00	32	11	167	210	305	478	8	791	6	7	6	19	12	313	29	354	1374
17:15	27	15	228	270	320	542	4	866	7	12	4	23	5	309	18	332	1491
17:30	15	16	186	217	281	511	12	804	3	16	2	21	8	358	24	390	1432
Total Volume	104	61	774	939	1213	1975	35	3223	22	46	19	87	32	1309	103	1444	5693
% App. Total	11.1	6.5	82.4		37.6	61.3	1.1		25.3	52.9	21.8		2.2	90.7	7.1		
PHF	.813	.803	.849	.869	.948	.911	.729	.930	.786	.719	.679	.906	.667	.914	.805	.926	.955





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

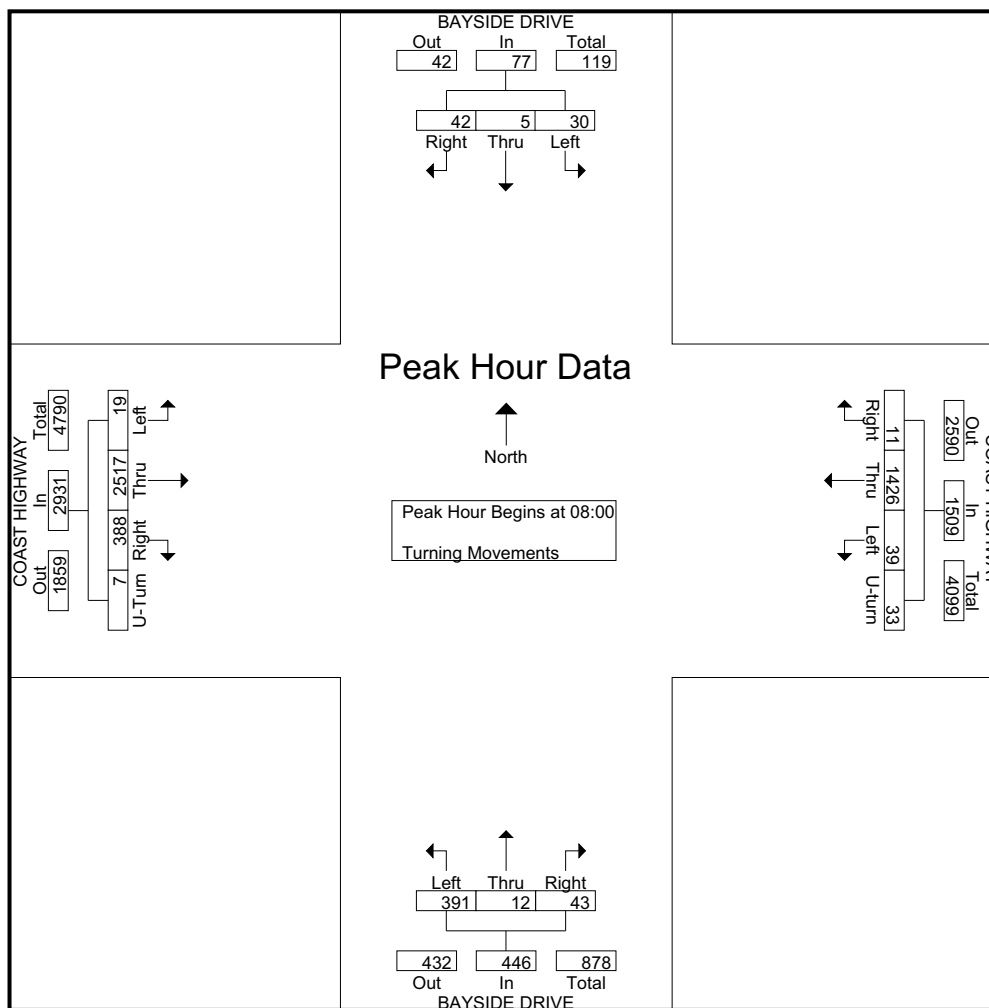
File Name : h1602089  
 Site Code : 00000000  
 Start Date : 3/1/2016  
 Page No : 1

Groups Printed- Turning Movements

Start Time	BAYSIDE DRIVE Southbound			COAST HIGHWAY Westbound				BAYSIDE DRIVE Northbound			COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	Right	Thru	Left	U-turn	Right	Thru	Left	Right	Thru	Left	U-Turn	
07:00	7	0	6	2	187	3	11	8	1	53	59	460	5	2	804
07:15	6	1	8	3	216	5	4	17	1	61	64	573	3	1	963
07:30	9	0	6	2	289	7	8	14	2	51	79	717	5	2	1191
07:45	8	0	13	3	295	7	9	15	3	100	105	631	9	1	1199
Total	30	1	33	10	987	22	32	54	7	265	307	2381	22	6	4157
08:00	7	1	5	2	367	7	11	10	5	87	96	634	1	3	1236
08:15	12	1	6	4	366	8	7	6	2	120	75	587	6	1	1201
08:30	12	2	8	4	348	10	6	8	3	82	98	665	3	3	1252
08:45	11	1	11	1	345	14	9	19	2	102	119	631	9	0	1274
Total	42	5	30	11	1426	39	33	43	12	391	388	2517	19	7	4963
16:30	8	5	8	11	635	4	8	12	3	114	107	426	9	0	1350
16:45	11	6	4	11	678	9	7	7	2	123	96	417	7	3	1381
Total	19	11	12	22	1313	13	15	19	5	237	203	843	16	3	2731
17:00	17	6	7	7	702	2	9	10	7	122	85	386	11	2	1373
17:15	10	4	8	8	746	9	7	15	3	100	85	448	13	1	1457
17:30	10	4	5	8	648	7	5	5	3	103	82	381	13	1	1275
17:45	10	2	5	7	641	6	6	10	3	86	92	418	9	3	1298
Total	47	16	25	30	2737	24	27	40	16	411	344	1633	46	7	5403
18:00	10	0	5	4	589	2	2	4	4	100	96	413	8	3	1240
18:15	7	10	4	3	442	5	4	5	4	185	88	389	19	5	1170
Grand Total	155	43	109	80	7494	105	113	165	48	1589	1426	8176	130	31	19664
Apprch %	50.5	14	35.5	1	96.2	1.3	1.5	9.2	2.7	88.2	14.6	83.7	1.3	0.3	
Total %	0.8	0.2	0.6	0.4	38.1	0.5	0.6	0.8	0.2	8.1	7.3	41.6	0.7	0.2	

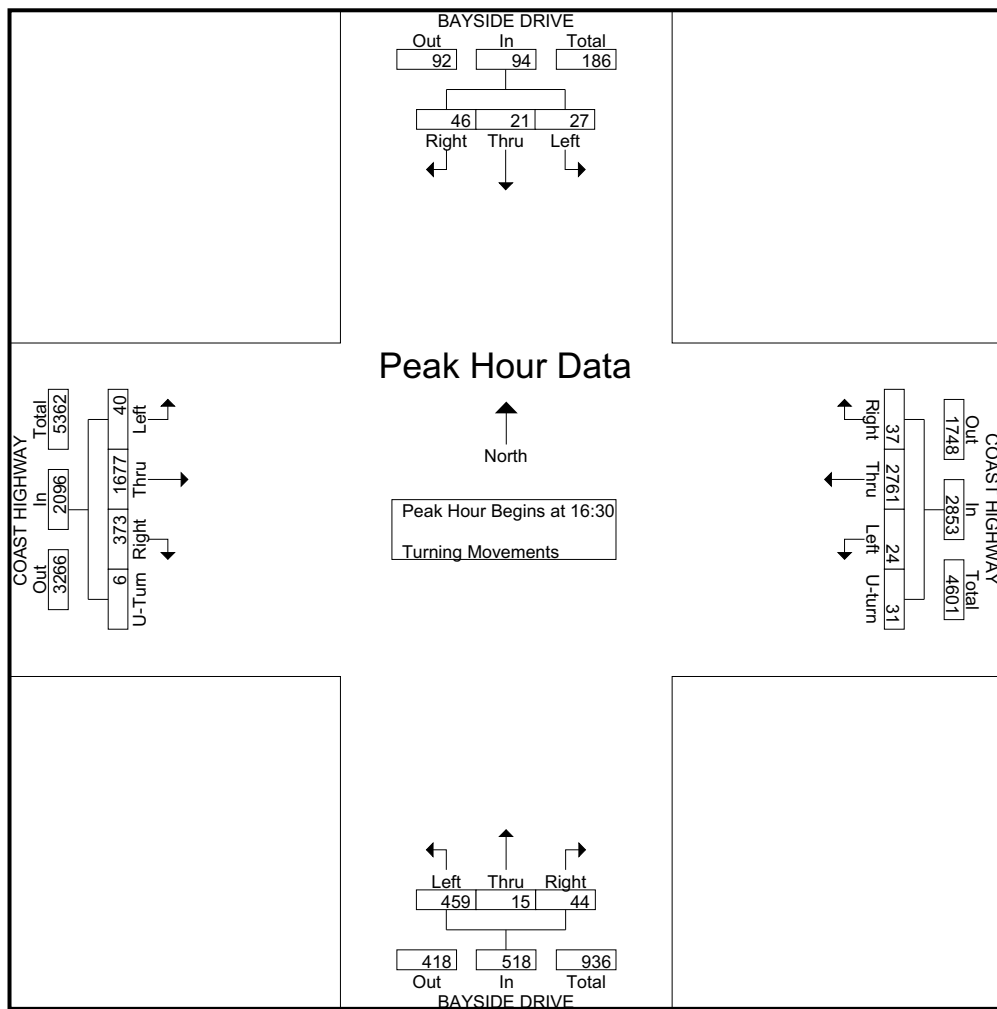
Start Time	BAYSIDE DRIVE Southbound				COAST HIGHWAY Westbound					BAYSIDE DRIVE Northbound				COAST HIGHWAY Eastbound					Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	U-turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	
08:00	7	1	5	13	2	367	7	11	387	10	5							3	
08:15	12	1	6	19	4	366	8	7	385	6	2	120	128	75	587	6	1	669	1201
08:30	12	2	8	22	4	348	10	6	368	8	3	82	93	98	665	3	3	769	1201
<b>08:45</b>	<b>11</b>	<b>1</b>	<b>11</b>	<b>23</b>	<b>1</b>	<b>345</b>	<b>14</b>	<b>9</b>	<b>369</b>	<b>19</b>	<b>2</b>	<b>102</b>	<b>123</b>	<b>119</b>	<b>631</b>	<b>9</b>	<b>0</b>	<b>759</b>	<b>1274</b>
Total Volume	42	5	30	77	11	1426	39	33	1509	43	12	391	446	388	2517	19	7	2931	4963
% App. Total	54.5	6.5	39		0.7	94.5	2.6	2.2		9.6	2.7	87.7		13.2	85.9	0.6	0.2		
PHF	.875	.625	.682	.837	.688	.971	.696	.750	.975	.566	.600	.815	.871	.815	.946	.528	.583	.953	.974

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



Start Time	BAYSIDE DRIVE Southbound				COAST HIGHWAY Westbound					BAYSIDE DRIVE Northbound				COAST HIGHWAY Eastbound					Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	U-turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	
16:45	11	4	4	21	11	678	9	7	705	7	2	123	132	96	417	7	3	523	1381
17:00	17	6	7	30			9	9		7	7	122	139	85	386	11	2	484	1373
17:15	10	4	8	22	8	746			770	15	3	100	118	85	448	13	1	547	1457
Total Volume	46	21	27	94	37	2761	24	31	2853	44	15	459	518	373	1677	40	6	2096	5561
% App. Total	48.9	22.3	28.7		1.3	96.8	0.8	1.1		8.5	2.9	88.6		17.8	80	1.9	0.3		
PHF	.676	.875	.844	.783	.841	.925	.667	.861	.926	.733	.536	.933	.932	.871	.936	.769	.500	.958	.954

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 16:30



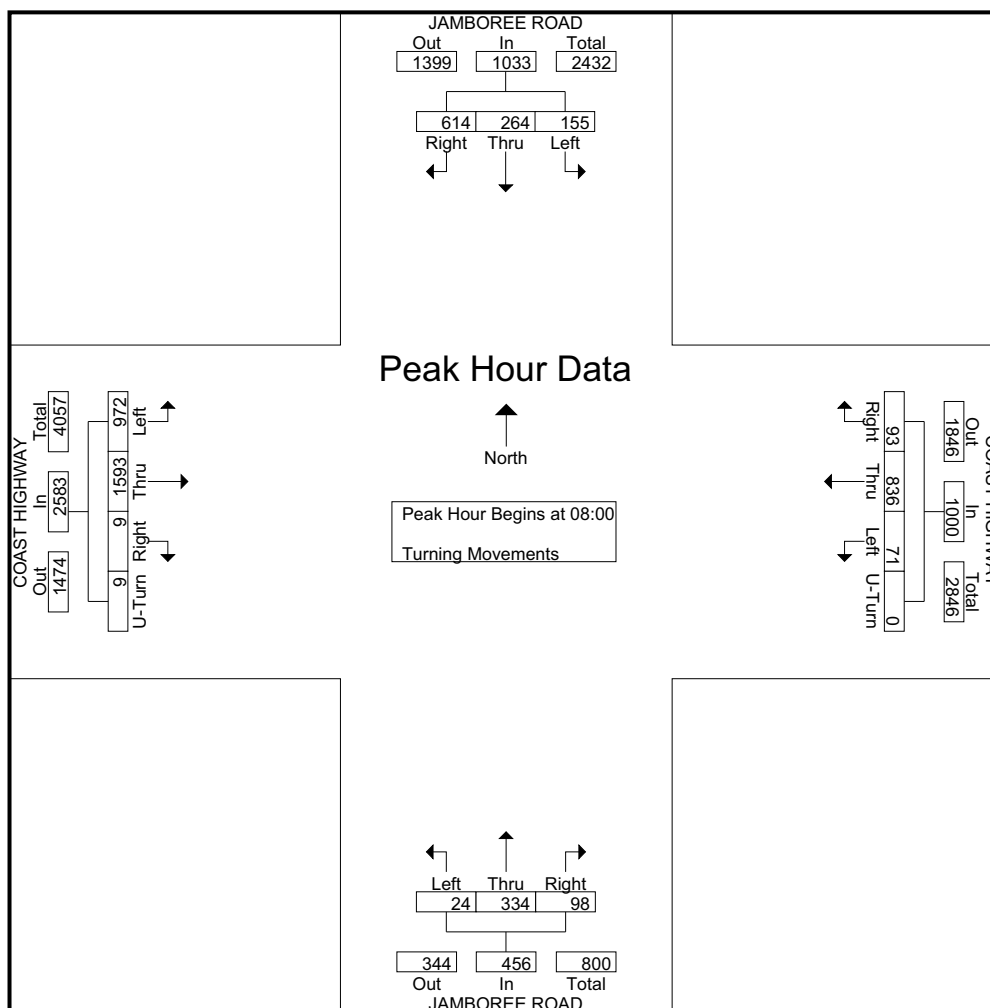
City: NEWPORT BEACH  
 N-S- Direction: JAMBOREE ROAD  
 E-W Direction: COAST HIGHWAY

File Name : h1602090  
 Site Code : 00000000  
 Start Date : 3/1/2016  
 Page No : 1

Groups Printed- Turning Movements

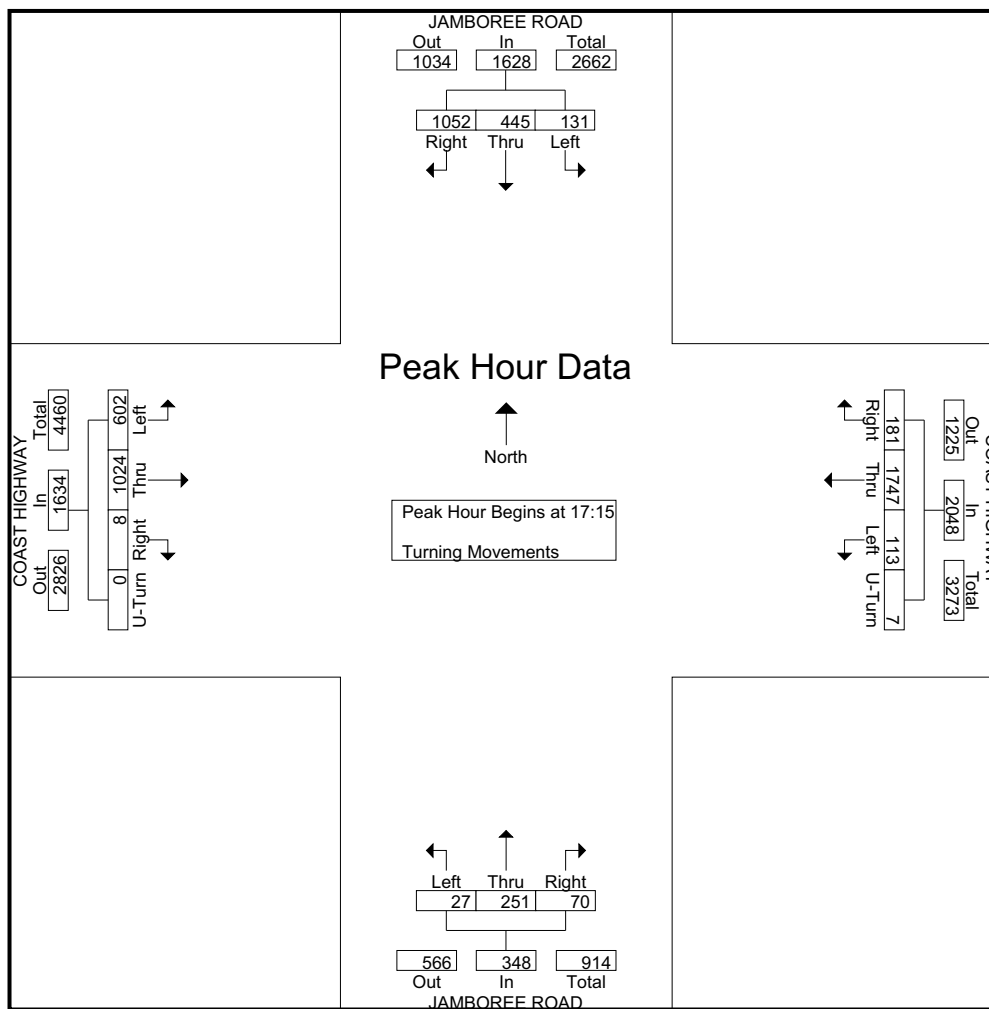
Start Time	JAMBOREE ROAD Southbound			COAST HIGHWAY Westbound				JAMBOREE ROAD Northbound			COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	
07:00	96	47	23	9	135	5	0	9	56	0	0	338	159	0	877
07:15	117	66	33	37	108	10	0	8	93	2	1	330	302	1	1108
07:30	142	74	32	29	133	15	0	22	89	2	0	343	289	0	1170
07:45	163	75	41	22	187	11	0	26	79	2	0	391	287	0	1284
Total	518	262	129	97	563	41	0	65	317	6	1	1402	1037	1	4439
08:00	152	61	54	26	207	20	0	20	82	1	2	389	272	2	1288
08:15	161	57	31	18	202	14	0	23	85	8	3	418	213	3	1236
08:30	138	63	31	27	210	15	0	22	69	6	1	393	276	1	1252
08:45	163	83	39	22	217	22	0	33	98	9	3	393	211	3	1296
Total	614	264	155	93	836	71	0	98	334	24	9	1593	972	9	5072
16:30	247	81	34	34	440	23	0	23	47	7	8	288	168	0	1400
16:45	247	104	38	28	397	31	0	26	80	6	3	228	131	0	1319
Total	494	185	72	62	837	54	0	49	127	13	11	516	299	0	2719
17:00	222	78	45	38	440	28	0	17	79	4	3	270	141	0	1365
17:15	268	111	33	45	457	32	1	23	70	6	2	253	152	0	1453
17:30	297	116	41	42	469	21	0	16	59	7	0	230	136	0	1434
17:45	271	106	28	41	421	27	2	18	50	9	3	254	169	0	1399
Total	1058	411	147	166	1787	108	3	74	258	26	8	1007	598	0	5651
18:00	216	112	29	53	400	33	4	13	72	5	3	287	145	0	1372
18:15	201	143	23	42	335	44	3	16	79	7	4	291	140	2	1330
Grand Total	3101	1377	555	513	4758	351	10	315	1187	81	36	5096	3191	12	20583
Apprch %	61.6	27.4	11	9.1	84.5	6.2	0.2	19.9	75	5.1	0.4	61.1	38.3	0.1	
Total %	15.1	6.7	2.7	2.5	23.1	1.7	0	1.5	5.8	0.4	0.2	24.8	15.5	0.1	

Start Time	JAMBOREE ROAD Southbound				COAST HIGHWAY Westbound					JAMBOREE ROAD Northbound				COAST HIGHWAY Eastbound					Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	152	61	54																
08:15	161	57	31	249	18	202	14	0	234	23	85	8	116	3	418	213	3	637	1236
08:30	138	63	31	232	27	210	15	0	252	22	69	6	97	1	393	276	1	671	
<b>08:45</b>	<b>163</b>	<b>83</b>	<b>39</b>	<b>285</b>	<b>22</b>	<b>217</b>	<b>22</b>	<b>0</b>	<b>261</b>	<b>33</b>	<b>98</b>	<b>9</b>	<b>140</b>	<b>3</b>	<b>393</b>	<b>211</b>	<b>3</b>	<b>610</b>	<b>1296</b>
Total Volume	614	264	155	1033	93	836	71	0	1000	98	334	24	456	9	1593	972	9	2583	5072
% App. Total	59.4	25.6	15		9.3	83.6	7.1	0		21.5	73.2	5.3		0.3	61.7	37.6	0.3		
PHF	.942	.795	.718	.906	.861	.963	.807	.000	.958	.742	.852	.667	.814	.750	.953	.880	.750	.962	.978



Start Time	JAMBOREE ROAD Southbound				COAST HIGHWAY Westbound					JAMBOREE ROAD Northbound				COAST HIGHWAY Eastbound					Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total		
17:15	268	111	33	412	45	457	32	1	535	23			99						1453	
17:30	297	116	41	454		469			491		18	50	9	77	3	254	169	0	426	1399
17:45	271	106	28	405	41	421	27	2	491	18	50	9	77	3	254	169	0	426	1399	
18:00	216	112	29	357	53	400	33	4	491		72	5	90	3	287	145	0	435	1399	
Total Volume	1052	445	131	1628	181	1747	113	7	2048	70	251	27	348	8	1024	602	0	1634	5658	
% App. Total	64.6	27.3	8		8.8	85.3	5.5	0.3		20.1	72.1	7.8		0.5	62.7	36.8	0		5658	
PHF	.886	.959	.799	.896	.854	.931	.856	.438	.957	.761	.872	.750	.879	.667	.892	.891	.000	.939	.974	

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 17:15



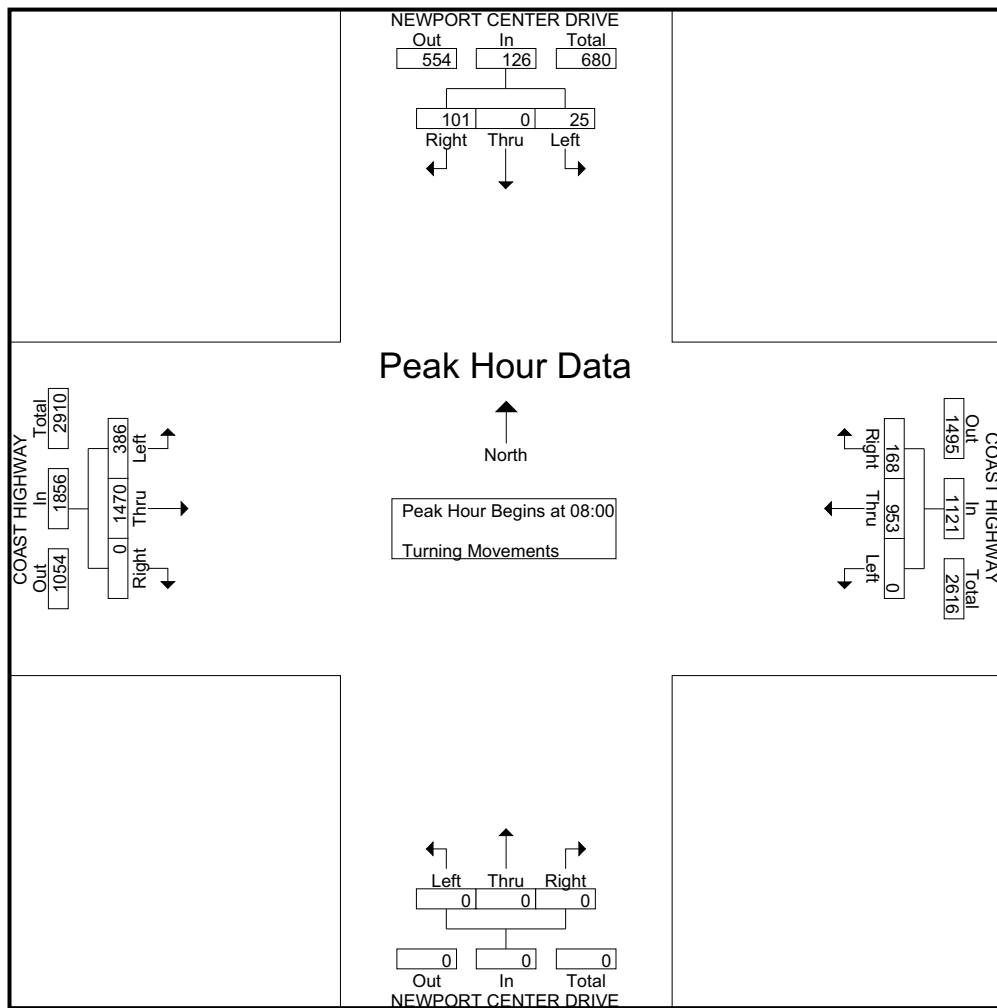
City: NEWPORT BEACH  
 N-S- Direction: NEWPORT CENTER DRIVE  
 E-W Direction: COAST HIGHWAY

File Name : H1602091  
 Site Code : 00000000  
 Start Date : 3/1/2016  
 Page No : 1

Groups Printed- Turning Movements

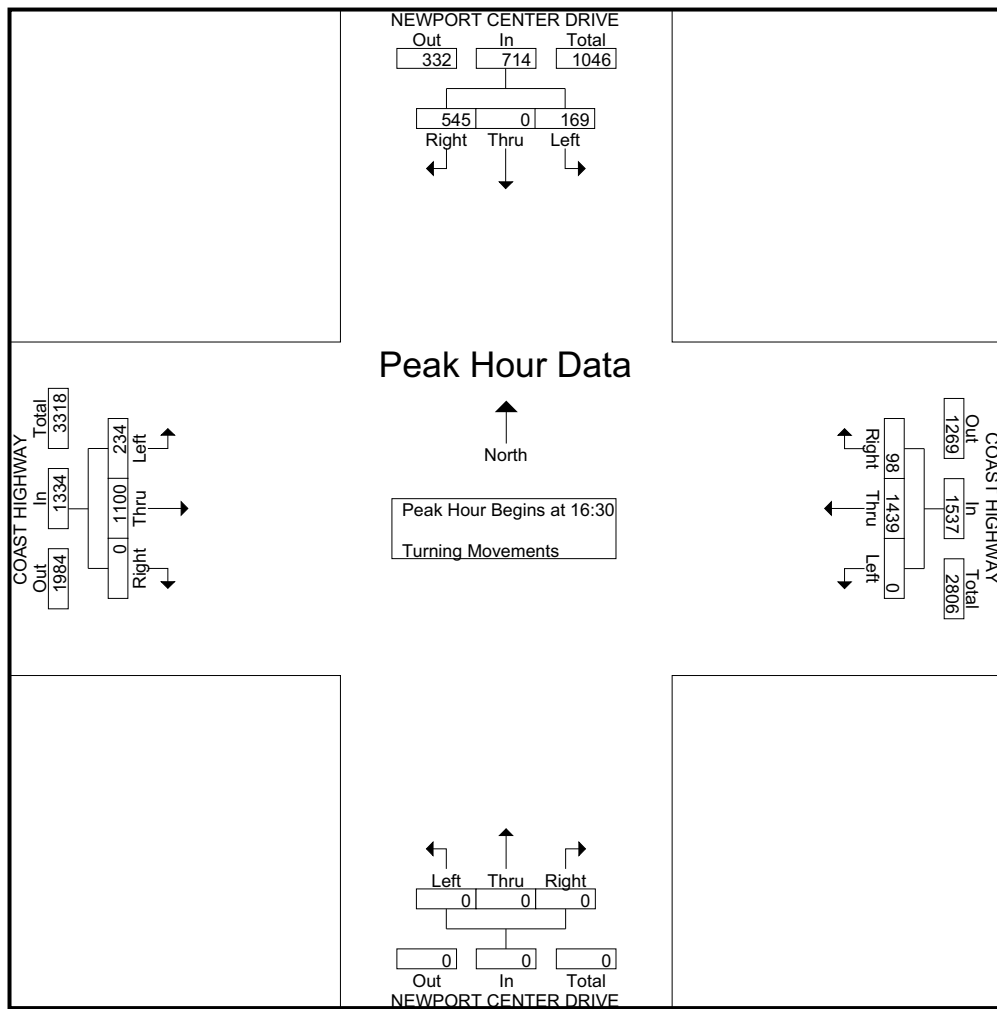
Start Time	NEWPORT CENTER DRIVE Southbound			COAST HIGHWAY Westbound			NEWPORT CENTER DRIVE Northbound			COAST HIGHWAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00	10	0	0	31	136	0	0	0	0	0	239	41	457
07:15	10	0	5	31	167	0	0	0	0	0	339	59	611
07:30	9	0	1	32	197	0	0	0	0	0	401	86	726
07:45	17	0	3	36	185	0	0	0	0	0	373	101	715
Total	46	0	9	130	685	0	0	0	0	0	1352	287	2509
08:00	20	0	6	31	245	0	0	0	0	0	395	67	764
08:15	18	0	4	42	236	0	0	0	0	0	349	93	742
08:30	25	0	6	33	246	0	0	0	0	0	376	103	789
08:45	38	0	9	62	226	0	0	0	0	0	350	123	808
Total	101	0	25	168	953	0	0	0	0	0	1470	386	3103
16:30	140	0	39	29	341	0	0	0	0	0	273	55	877
16:45	106	0	40	23	336	0	0	0	0	0	270	56	831
Total	246	0	79	52	677	0	0	0	0	0	543	111	1708
17:00	168	0	49	18	391	0	0	0	0	0	275	68	969
17:15	131	0	41	28	371	0	0	0	0	0	282	55	908
17:30	124	0	40	23	364	0	0	0	0	0	238	59	848
17:45	114	0	38	26	306	0	0	0	0	0	282	51	817
Total	537	0	168	95	1432	0	0	0	0	0	1077	233	3542
18:00	147	0	35	20	297	0	0	0	0	0	329	44	872
18:15	102	0	46	35	305	0	0	0	0	0	248	36	772
Grand Total	1179	0	362	500	4349	0	0	0	0	0	5019	1097	12506
Apprch %	76.5	0	23.5	10.3	89.7	0	0	0	0	0	82.1	17.9	
Total %	9.4	0	2.9	4	34.8	0	0	0	0	0	40.1	8.8	

Start Time	NEWPORT CENTER DRIVE Southbound				COAST HIGHWAY Westbound				NEWPORT CENTER DRIVE Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	20	0	6	26	31	245	0	276	0	0	0	0	0	395	67	462	764
08:15	18	0	4	22	42	236	0	278	0	0	0	0	0	349	93	442	742
08:30	25	0	6	31	33	246	0	279	0	0	0	0	0	376	103	479	789
08:45	38	0	9	47	62	226	0	288	0	0	0	0	0	350	123	473	808
Total Volume	101	0	25	126	168	953	0	1121	0	0	0	0	0	1470	386	1856	3103
% App. Total	80.2	0	19.8		15	85	0		0	0	0		0	79.2	20.8		
PHF	.664	.000	.694	.670	.677	.968	.000	.973	.000	.000	.000	.000	.000	.930	.785	.969	.960





Start Time	NEWPORT CENTER DRIVE Southbound				COAST HIGHWAY Westbound				NEWPORT CENTER DRIVE Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	140	0	39	179	29	341	0	370	0	0	0	0	0	273	55	328	877
16:45	106	0	40	146	23	336	0	359	0	0	0	0	0	270	56	326	831
17:00	168	0	49	217	18	391	0	409	0	0	0	0	0	275	68	343	969
17:15	131	0	41	172	28	371	0	399	0	0	0	0	0	282	55	337	908
Total Volume	545	0	169	714	98	1439	0	1537	0	0	0	0	0	1100	234	1334	3585
% App. Total	76.3	0	23.7		6.4	93.6	0		0	0	0		0	82.5	17.5		
PHF	.811	.000	.862	.823	.845	.920	.000	.939	.000	.000	.000	.000	.000	.975	.860	.972	.925



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

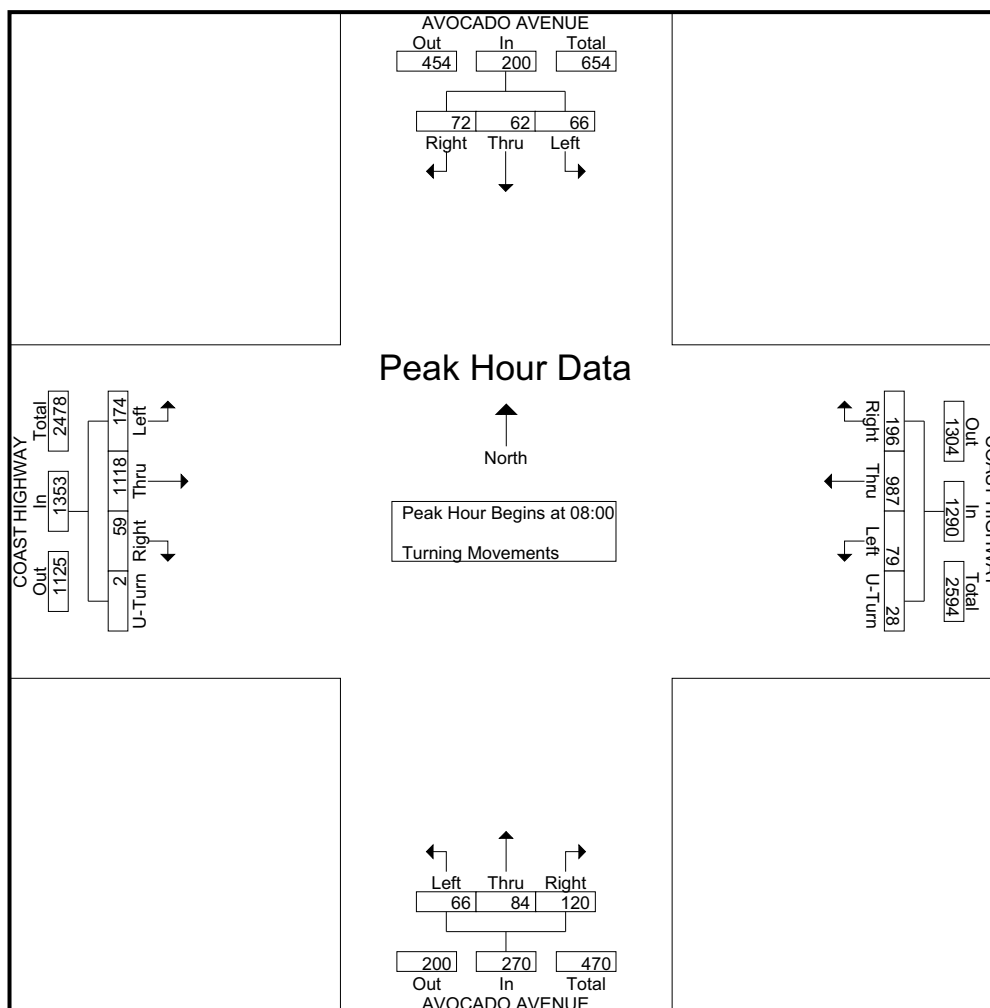
File Name : H1602092  
 Site Code : 00000000  
 Start Date : 3/1/2016  
 Page No : 1

Groups Printed- Turning Movements

Start Time	AVOCADO AVENUE Southbound			COAST HIGHWAY Westbound				AVOCADO AVENUE Northbound			COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	
07:00	11	5	7	13	135	10	2	25	8	10	12	205	16	0	459
07:15	8	9	8	20	195	6	4	30	17	14	15	264	35	0	625
07:30	12	6	12	36	212	7	4	26	20	18	12	302	34	0	701
07:45	14	14	9	29	218	15	9	31	26	23	19	285	34	0	726
Total	45	34	36	98	760	38	19	112	71	65	58	1056	119	0	2511
08:00	14	12	10	49	260	22	5	42	9	12	15	307	31	0	788
08:15	22	18	21	46	231	16	11	23	24	18	16	273	45	1	765
08:30	19	17	15	60	236	14	6	34	31	15	10	274	44	1	776
08:45	17	15	20	41	260	27	6	21	20	21	18	264	54	0	784
Total	72	62	66	196	987	79	28	120	84	66	59	1118	174	2	3113
16:30	44	23	58	21	277	11	4	25	19	22	14	276	38	3	835
16:45	67	26	62	25	274	16	13	30	16	31	10	253	37	0	860
Total	111	49	120	46	551	27	17	55	35	53	24	529	75	3	1695
17:00	76	38	61	27	272	19	10	31	15	31	14	286	30	1	911
17:15	46	24	63	22	298	12	14	26	22	25	16	278	20	1	867
17:30	66	20	72	18	257	13	6	25	16	25	13	249	29	1	810
17:45	47	33	63	20	206	20	7	18	20	18	10	239	30	0	731
Total	235	115	259	87	1033	64	37	100	73	99	53	1052	109	3	3319
18:00	40	23	56	22	231	10	9	33	19	35	9	336	19	0	842
18:15	47	21	36	30	266	15	4	24	19	15	11	280	7	1	776
Grand Total	550	304	573	479	3828	233	114	444	301	333	214	4371	503	9	12256
Apprch %	38.5	21.3	40.2	10.3	82.3	5	2.4	41.2	27.9	30.9	4.2	85.8	9.9	0.2	
Total %	4.5	2.5	4.7	3.9	31.2	1.9	0.9	3.6	2.5	2.7	1.7	35.7	4.1	0.1	

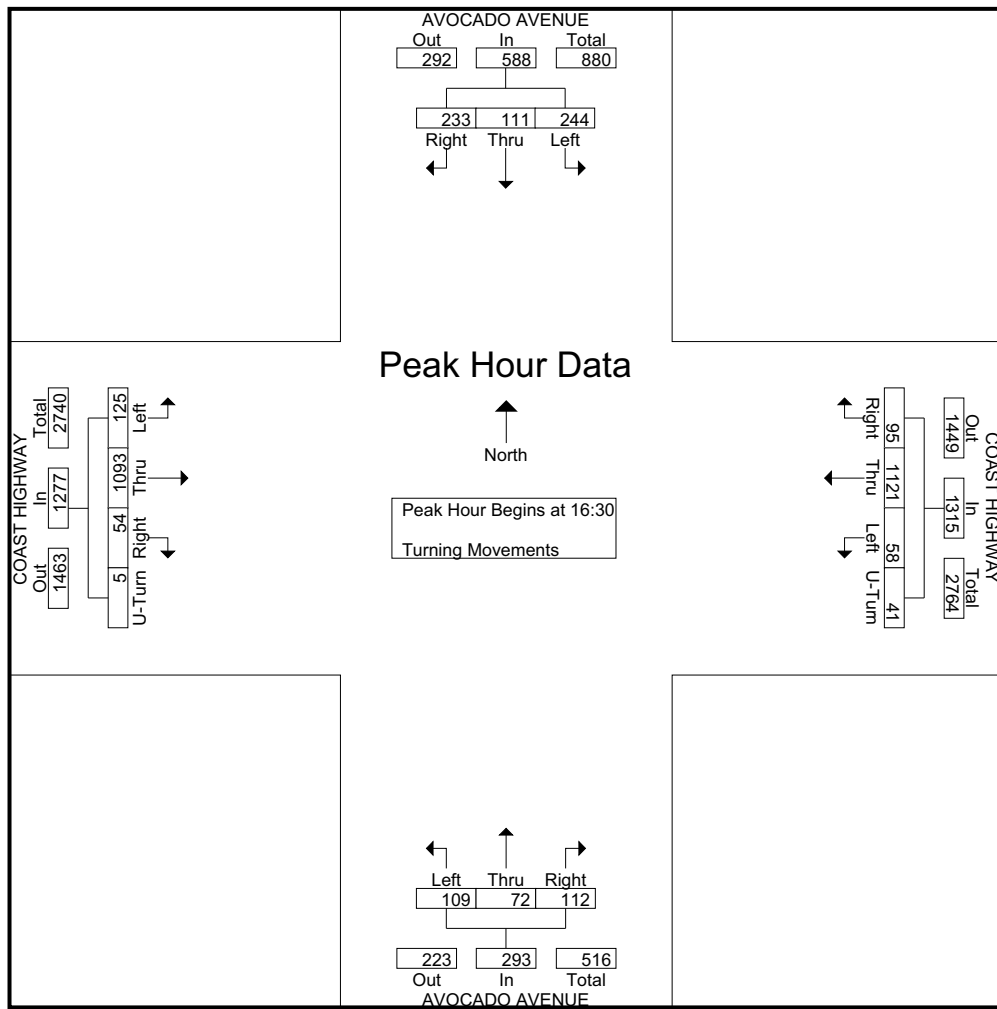
Start Time	AVOCADO AVENUE Southbound				COAST HIGHWAY Westbound					AVOCADO AVENUE Northbound				COAST HIGHWAY Eastbound					Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	
08:00	14	12	10	36	49	260	22	5	336	42	9	12	63	15	307	31	0	353	788
08:15	22	18	21	61	46	231	16	11	304	23	24	18	65	16	273	45	1	335	765
08:30	19	17	15	51	60	236	14	6	316	34	31	15	80	10	274	44	1	329	776
08:45	17	15	20	52	41	260	27	6	334	21	20	21	62	18	264	54	0	336	784
Total Volume	72	62	66	200	196	987	79	28	1290	120	84	66	270	59	1118	174	2	1353	3113
% App. Total	36	31	33		15.2	76.5	6.1	2.2		44.4	31.1	24.4		4.4	82.6	12.9	0.1		
PHF	.818	.861	.786	.820	.817	.949	.731	.636	.960	.714	.677	.786	.844	.819	.910	.806	.500	.958	.988

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



Start Time	AVOCADO AVENUE Southbound				COAST HIGHWAY Westbound					AVOCADO AVENUE Northbound				COAST HIGHWAY Eastbound					Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	
16:30	44	23	58	125	21	277	11	4	313	25	19	22	66	14	276	38	3	331	835
16:45	67	26	62	155	25	274	16	13	328	30	16	31	77						
17:00	<b>76</b>	<b>38</b>	<b>61</b>	<b>175</b>	<b>27</b>	<b>272</b>	<b>19</b>	<b>10</b>	<b>328</b>	<b>31</b>	<b>15</b>	<b>31</b>	<b>77</b>	<b>14</b>	<b>286</b>	<b>30</b>	<b>1</b>	<b>331</b>	<b>911</b>
17:15	<b>46</b>	<b>24</b>	<b>63</b>	<b>133</b>	<b>22</b>	<b>298</b>	<b>12</b>	<b>14</b>	<b>346</b>	<b>26</b>	<b>22</b>	<b>25</b>	<b>73</b>	<b>16</b>	<b>278</b>	<b>20</b>	<b>1</b>	<b>315</b>	<b>867</b>
Total Volume	233	111	244	588	95	1121	58	41	1315	112	72	109	293	54	1093	125	5	1277	3473
% App. Total	39.6	18.9	41.5		7.2	85.2	4.4	3.1		38.2	24.6	37.2		4.2	85.6	9.8	0.4		
PHF	.766	.730	.968	.840	.880	.940	.763	.732	.950	.903	.818	.879	.951	.844	.955	.822	.417	.965	.953

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 16:30



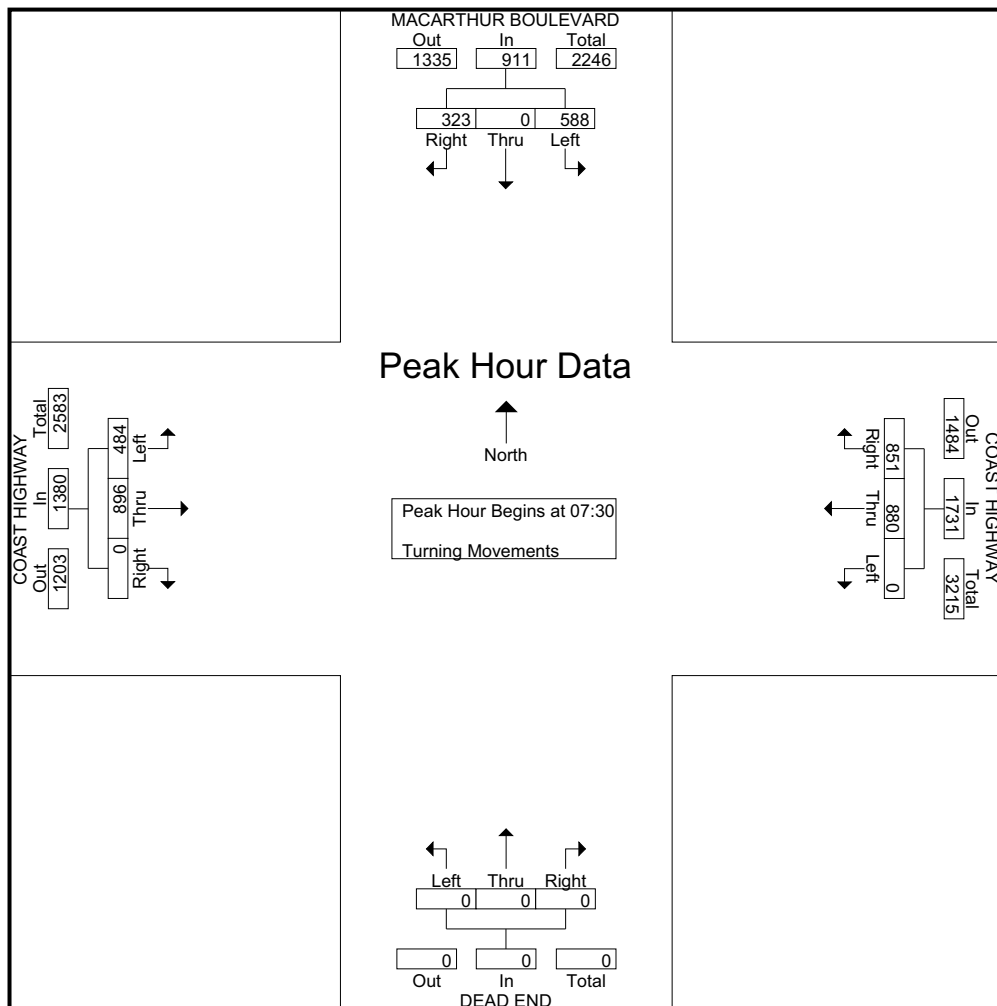
City: NEWPORT BEACH  
 N-S- Direction: MACARTHUR BOULEVARD  
 E-W Direction: COAST HIGHWAY

File Name : H1602093  
 Site Code : 00000000  
 Start Date : 3/1/2016  
 Page No : 1

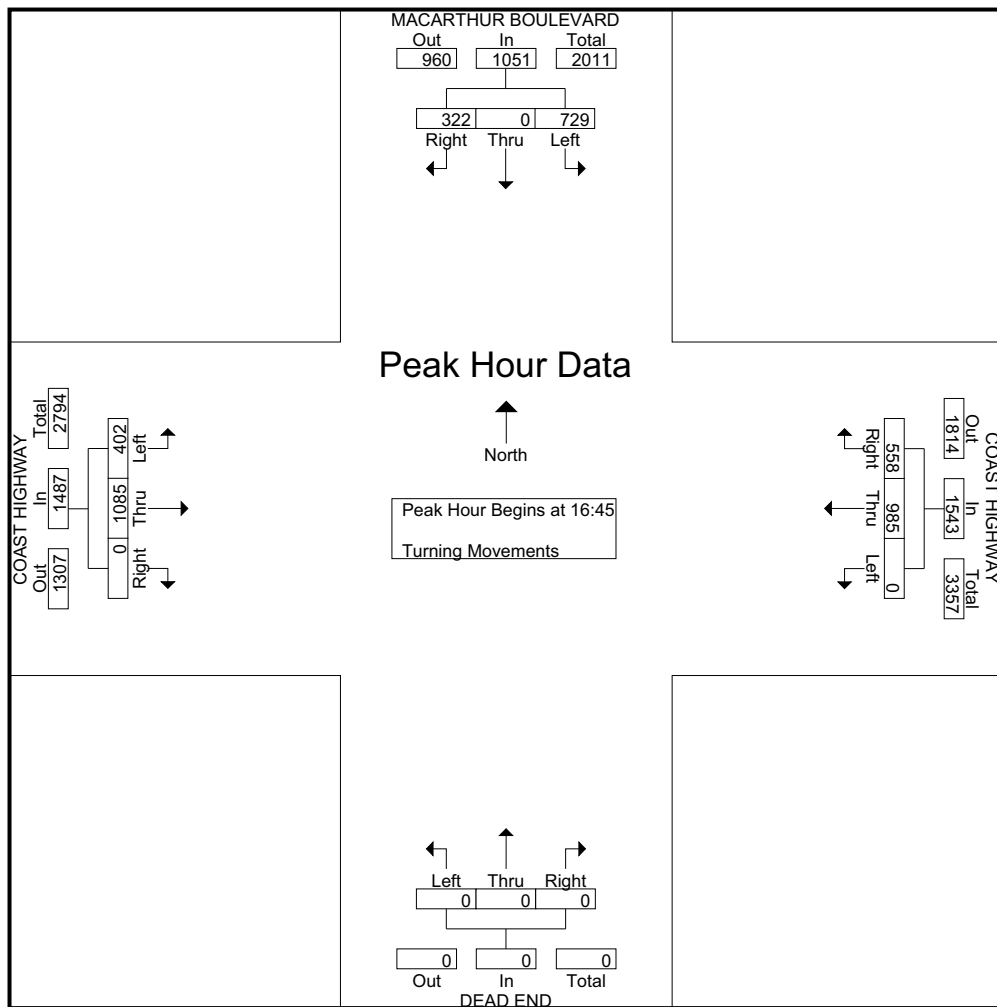
Groups Printed- Turning Movements

Start Time	MACARTHUR BOULEVARD Southbound			COAST HIGHWAY Westbound			DEAD END Northbound			COAST HIGHWAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00	36	0	142	193	138	0	0	0	0	0	152	74	735
07:15	47	0	183	221	166	0	0	0	0	0	192	112	921
07:30	66	0	161	209	200	0	0	0	0	0	218	132	986
07:45	90	0	149	194	188	0	0	0	0	0	198	131	950
Total	239	0	635	817	692	0	0	0	0	0	760	449	3592
08:00	90	0	165	233	223	0	0	0	0	0	252	119	1082
08:15	77	0	113	215	269	0	0	0	0	0	228	102	1004
08:30	77	0	119	195	239	0	0	0	0	0	225	102	957
08:45	91	0	161	199	249	0	0	0	0	0	202	77	979
Total	335	0	558	842	980	0	0	0	0	0	907	400	4022
16:30	67	0	164	178	241	0	0	0	0	0	262	68	980
16:45	89	0	157	148	227	0	0	0	0	0	277	102	1000
Total	156	0	321	326	468	0	0	0	0	0	539	170	1980
17:00	75	0	173	140	268	0	0	0	0	0	273	95	1024
17:15	77	0	204	125	248	0	0	0	0	0	287	124	1065
17:30	81	0	195	145	242	0	0	0	0	0	248	81	992
17:45	70	0	216	117	200	0	0	0	0	0	217	87	907
Total	303	0	788	527	958	0	0	0	0	0	1025	387	3988
18:00	78	0	143	123	230	0	0	0	0	0	287	90	951
18:15	82	0	204	137	211	0	0	0	0	0	281	65	980
Grand Total	1193	0	2649	2772	3539	0	0	0	0	0	3799	1561	15513
Apprch %	31.1	0	68.9	43.9	56.1	0	0	0	0	0	70.9	29.1	
Total %	7.7	0	17.1	17.9	22.8	0	0	0	0	0	24.5	10.1	

Start Time	MACARTHUR BOULEVARD Southbound				COAST HIGHWAY Westbound				DEAD END Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	66	0	161	227	209	200	0	409	0	0	0	0	0	218	132	350	986
07:45	90	0	149	239	194	188	0	382	0	0	0	0	0	198	131	329	950
08:00	90	0	165	255	233	223	0	456	0	0	0	0	0	252	119	371	1082
08:15	77	0	113	190	215	269	0	484	0	0	0	0	0	228	102	330	1004
Total Volume	323	0	588	911	851	880	0	1731	0	0	0	0	0	896	484	1380	4022
% App. Total	35.5	0	64.5		49.2	50.8	0		0	0	0		0	64.9	35.1		
PHF	.897	.000	.891	.893	.913	.818	.000	.894	.000	.000	.000	.000	.000	.889	.917	.930	.929



Start Time	MACARTHUR BOULEVARD Southbound				COAST HIGHWAY Westbound				DEAD END Northbound				COAST HIGHWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	89	0	157	246	148	227	0	375	0	0	0	0	0	277	102	379	1000
17:00	75	0	173	248	140	268	0	408	0	0	0	0	0	273	95	368	1024
17:15	77	0	204	281	125	248	0	373	0	0	0	0	0	287	124	411	1065
17:30	81	0	195	276	145	242	0	387	0	0	0	0	0	248	81	329	992
Total Volume	322	0	729	1051	558	985	0	1543	0	0	0	0	0	1085	402	1487	4081
% App. Total	30.6	0	69.4		36.2	63.8	0		0	0	0		0	73	27		
PHF	.904	.000	.893	.935	.943	.919	.000	.945	.000	.000	.000	.000	.000	.945	.810	.905	.958



**APPENDIX C**

**Existing Intersection Capacity Utilization and  
Level of Service Worksheets**



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
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 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 0 455 0 240 0 2286 136 0 808 374
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 0 0 0 469 0 247 0 2355 140 0 832 385
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 469 0 247 0 2355 140 0 832 385
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 0 247 0 2355 0 0 832 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 469 0 247 0 2355 0 0 832 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 0 247 0 2355 0 0 832 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 0.15 0.00 0.74 0.00 0.00 0.17 0.00
Crit Moves: \*\*\*\* \*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
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: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 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 0 3 0 1

-----|-----|-----|-----|

Volume Module:
Base Vol: 2 2 3 65 0 342 283 2262 11 13 1233 58
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 2 2 3 65 0 342 291 2330 11 13 1270 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 2 3 65 0 342 291 2330 11 13 1270 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 2 2 3 65 0 342 291 2330 11 13 1270 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 2 3 65 0 342 291 2330 11 13 1270 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 2 2 3 65 0 342 291 2330 11 13 1270 60
OvlAdjVol: 51

-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 0.29 0.43 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 457 457 686 1600 0 1600 1600 3185 15 1600 4800 1600

-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.21 0.18 0.73 0.73 0.01 0.26 0.04
OvlAdjV/S: 0.03
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #3 Tustin Ave (NS) at West Coast Hwy (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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 1 0 0 0 2 1 0

Volume Module:

Base Vol: 0 1 0 42 0 15 25 2298 0 0 1302 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 0 1 0 42 0 15 26 2367 0 0 1341 36
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1 0 42 0 15 26 2367 0 0 1341 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 1 0 42 0 15 26 2367 0 0 1341 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1 0 42 0 15 26 2367 0 0 1341 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 1 0 42 0 15 26 2367 0 0 1341 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 1.00 0.00 0.74 0.00 0.26 1.00 2.00 0.00 0.00 2.92 0.08
Final Sat.: 0 1600 0 1179 0 421 1600 3200 0 0 4674 126

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.04 0.02 0.74 0.00 0.00 0.29 0.29
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
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: 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

Volume Module:

Base Vol: 41 948 16 156 808 22 118 165 37 17 101 237
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 41 948 16 156 808 22 118 165 37 17 101 237
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 41 948 16 156 808 22 118 165 37 17 101 237
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 41 948 16 156 808 22 118 165 37 17 101 237
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 948 16 156 808 22 118 165 37 17 101 237
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 41 948 16 156 808 22 118 165 37 17 101 237

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 2.00 1.00 1.00 2.00 1.00 1.00 0.82 0.18 1.00 0.30 0.70
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 1307 293 1600 478 1122

Capacity Analysis Module:

Vol/Sat: 0.03 0.30 0.01 0.10 0.25 0.01 0.07 0.13 0.13 0.01 0.21 0.21
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 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: 231 574 38 171 416 139 317 570 176 46 387 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 231 574 38 171 416 139 317 570 176 46 387 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 231 574 38 171 416 139 317 570 176 46 387 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 231 574 38 171 416 139 317 570 176 46 387 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 231 574 38 171 416 139 317 570 176 46 387 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 231 574 38 171 416 139 317 570 176 46 387 40

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.53 0.47 1.00 1.81 0.19
Final Sat.: 3200 3200 1600 3200 3200 1600 3200 2445 755 1600 2900 300

Capacity Analysis Module:

Vol/Sat: 0.07 0.18 0.02 0.05 0.13 0.09 0.10 0.23 0.23 0.03 0.13 0.13
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 (Y+R=4.0 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 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: 360 386 0 0 454 101 56 0 632 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: 360 386 0 0 454 101 56 0 632 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: 360 386 0 0 454 101 56 0 632 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: 360 386 0 0 454 101 56 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 360 386 0 0 454 101 56 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: 360 386 0 0 454 101 56 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 0.12 0.00 0.00 0.28 0.06 0.02 0.00 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 (Y+R=4.0 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: 79 675 26 36 1022 33 28 15 157 40 8 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 79 675 26 36 1022 33 28 15 157 40 8 55
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 79 675 26 36 1022 33 28 15 157 40 8 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: 79 675 26 36 1022 33 28 15 157 40 8 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 79 675 26 36 1022 33 28 15 157 40 8 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: 79 675 26 36 1022 33 28 15 157 40 8 55

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.65 0.35 1.00 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1042 558 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.21 0.02 0.02 0.32 0.02 0.02 0.03 0.10 0.03 0.01 0.03
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (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 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: 30 47 46 939 49 123 113 1931 18 30 1130 658
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 47 46 939 49 123 113 1931 18 30 1130 658
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 47 46 939 49 123 113 1931 18 30 1130 658
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 30 47 46 939 49 123 113 1931 18 30 1130 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 47 46 939 49 123 113 1931 18 30 1130 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 30 47 46 939 49 123 113 1931 18 30 1130 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 1.01 0.99 3.00 1.00 1.00 2.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 1600 1617 1583 4800 1600 1600 3200 4756 44 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.03 0.03 0.20 0.03 0.08 0.04 0.41 0.41 0.02 0.24 0.00
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
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 Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
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 1 0

Volume Module:

Base Vol: 391 12 43 30 5 42 26 2517 388 72 1426 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 391 12 43 30 5 42 26 2517 388 72 1426 11
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: 391 12 43 30 5 42 26 2517 388 72 1426 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 391 12 43 30 5 42 26 2517 388 72 1426 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 391 12 43 30 5 42 26 2517 388 72 1426 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 391 12 43 30 5 42 26 2517 388 72 1426 11

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.63 0.08 0.29 1.00 0.11 0.89 1.00 3.00 1.00 1.00 3.97 0.03
Final Sat.: 4208 129 463 1600 170 1430 1600 4800 1600 1600 6351 49

Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.09 0.02 0.03 0.03 0.02 0.52 0.24 0.05 0.22 0.22
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 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: 24 334 98 155 264 614 981 1593 9 71 836 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 24 334 98 155 264 614 981 1593 9 71 836 93
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: 24 334 98 155 264 614 981 1593 9 71 836 93
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: 24 334 98 155 264 0 981 1593 9 71 836 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 334 98 155 264 0 981 1593 9 71 836 93
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: 24 334 98 155 264 0 981 1593 9 71 836 93

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.55 0.45 1.00 2.00 1.00 3.00 3.98 0.02 2.00 4.00 1.00
Final Sat.: 1600 2474 726 1600 3200 1600 4800 6364 36 3200 6400 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.14 0.13 0.10 0.08 0.00 0.20 0.25 0.25 0.02 0.13 0.06
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016)  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	0 (Y+R=4.0 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	Permitted
Rights:	Ignore	Ignore	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	2 0 3 0 0	0 0 3 0 1

Volume Module:

Base Vol:	0 0 0	25 0 101	386 1470 0	0 0 953 168
Growth Adj:	1.00 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	25 0 101	386 1470 0	0 0 953 168
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 0 0	25 0 101	386 1470 0	0 0 953 168
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Volume:	0 0 0	25 0 0	386 1470 0	0 0 953 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 0 0	25 0 0	386 1470 0	0 0 953 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
FinalVolume:	0 0 0	25 0 0	386 1470 0	0 0 953 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	0.12 0.31 0.00	0.00 0.00 0.20 0.00
Crit Moves:		****	****	****

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 0 (Y+R=4.0 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 2 0 1 0 1 1 0 3 0 1 1 0 3 0 1

Volume Module:

Base Vol: 66 84 120 66 62 72 176 1118 59 107 987 196
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 66 84 120 66 62 72 176 1118 59 107 987 196
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: 66 84 120 66 62 72 176 1118 59 107 987 196
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 66 84 120 66 62 0 176 1118 59 107 987 196
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 84 120 66 62 0 176 1118 59 107 987 196
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: 66 84 120 66 62 0 176 1118 59 107 987 196

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.04 0.05 0.08 0.02 0.04 0.00 0.11 0.23 0.04 0.07 0.21 0.12
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016)  
 Morning Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0 (Y+R=4.0 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	0	2	0	3	0	0	0	0	3	0	1

-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	0	0	0	588	0	323	484	896	0	0	880	851
Growth Adj:	1.00	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	588	0	323	484	896	0	0	880	851
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	588	0	323	484	896	0	0	880	851
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	588	0	0	484	896	0	0	880	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	588	0	0	484	896	0	0	880	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	588	0	0	484	896	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	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.15	0.19	0.00	0.00	0.18	0.00
Crit Moves:				****			****				****	

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
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 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 0 548 0 404 0 1208 89 0 1919 598
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 0 0 0 564 0 416 0 1244 92 0 1977 616
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 564 0 416 0 1244 92 0 1977 616
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 0 564 0 416 0 1244 0 0 1977 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 564 0 416 0 1244 0 0 1977 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 0 564 0 416 0 1244 0 0 1977 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.26 0.00 0.39 0.00 0.00 0.41 0.00
Crit Moves: \*\*\*\* \*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
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: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 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 0 3 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 9 12 12 73 4 441 247 1552 13 37 2412 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 9 12 12 73 4 441 254 1599 13 38 2484 57
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 12 12 73 4 441 254 1599 13 38 2484 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: 9 12 12 73 4 441 254 1599 13 38 2484 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 12 12 73 4 441 254 1599 13 38 2484 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: 9 12 12 73 4 441 254 1599 13 38 2484 57
OvlAdjVol: 187

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.27 0.37 0.36 0.95 0.05 1.00 1.00 1.98 0.02 1.00 3.00 1.00
Final Sat.: 436 582 582 1517 83 1600 1600 3173 27 1600 4800 1600

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Capacity Analysis Module:

Vol/Sat: 0.01 0.02 0.02 0.05 0.05 0.28 0.16 0.50 0.50 0.02 0.52 0.04
OvlAdjV/S: 0.12
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 1 0 1 1 0

Volume Module:

Base Vol: 2 1 0 37 2 25 63 1575 5 0 2466 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 2 1 0 37 2 25 65 1622 5 0 2540 41
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 1 0 37 2 25 65 1622 5 0 2540 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 2 1 0 37 2 25 65 1622 5 0 2540 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 1 0 37 2 25 65 1622 5 0 2540 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 2 1 0 37 2 25 65 1622 5 0 2540 41

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 0.33 0.00 0.58 0.03 0.39 1.00 1.99 0.01 0.00 2.95 0.05
Final Sat.: 1067 533 0 925 50 625 1600 3190 10 0 4723 77

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.02 0.04 0.04 0.04 0.51 0.51 0.00 0.54 0.54
Crit Moves: \*\*\*\*

\*\*\*\*\*



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
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: 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

-----|-----|-----|-----|

Volume Module:

Base Vol: 75 626 22 141 1237 87 40 89 39 35 189 252
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 75 626 22 141 1237 87 40 89 39 35 189 252
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: 75 626 22 141 1237 87 40 89 39 35 189 252
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 75 626 22 141 1237 87 40 89 39 35 189 252
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 626 22 141 1237 87 40 89 39 35 189 252
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 75 626 22 141 1237 87 40 89 39 35 189 252

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 0.70 0.30 1.00 0.43 0.57
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 1113 488 1600 686 914

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.05 0.20 0.01 0.09 0.39 0.05 0.03 0.08 0.08 0.02 0.28 0.28
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
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: 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: 265 408 46 142 610 361 270 576 172 96 672 81
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 265 408 46 142 610 361 270 576 172 96 672 81
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 265 408 46 142 610 361 270 576 172 96 672 81
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 265 408 46 142 610 361 270 576 172 96 672 81
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 265 408 46 142 610 361 270 576 172 96 672 81
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 265 408 46 142 610 361 270 576 172 96 672 81

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.54 0.46 1.00 1.78 0.22
Final Sat.: 3200 3200 1600 3200 3200 1600 3200 2464 736 1600 2856 344

Capacity Analysis Module:

Vol/Sat: 0.08 0.13 0.03 0.04 0.19 0.23 0.08 0.23 0.23 0.06 0.24 0.24
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 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 Ignore Include
Min. Green: 0 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: 645 532 0 0 379 93 124 0 455 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 645 532 0 0 379 93 124 0 455 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: 645 532 0 0 379 93 124 0 455 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: 645 532 0 0 379 93 124 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 645 532 0 0 379 93 124 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: 645 532 0 0 379 93 124 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: 0.20 0.17 0.00 0.00 0.24 0.06 0.04 0.00 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 (Y+R=4.0 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: 180 1118 43 73 772 18 19 31 158 27 18 46
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 180 1118 43 73 772 18 19 31 158 27 18 46
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: 180 1118 43 73 772 18 19 31 158 27 18 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 180 1118 43 73 772 18 19 31 158 27 18 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 180 1118 43 73 772 18 19 31 158 27 18 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 180 1118 43 73 772 18 19 31 158 27 18 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: 1.00 2.00 1.00 1.00 2.00 1.00 0.38 0.62 1.00 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 608 992 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.35 0.03 0.05 0.24 0.01 0.01 0.03 0.10 0.02 0.01 0.03
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
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 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: 19 46 22 774 61 104 103 1309 32 35 1975 1213
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 46 22 774 61 104 103 1309 32 35 1975 1213
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 46 22 774 61 104 103 1309 32 35 1975 1213
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 19 46 22 774 61 104 103 1309 32 35 1975 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 46 22 774 61 104 103 1309 32 35 1975 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 19 46 22 774 61 104 103 1309 32 35 1975 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 1.35 0.65 3.00 1.00 1.00 2.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 2165 1035 4800 1600 1600 3200 4685 115 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.02 0.02 0.16 0.04 0.07 0.03 0.28 0.28 0.02 0.41 0.00
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
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 Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
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 1 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 459 15 44 27 21 46 46 1677 373 55 2761 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 459 15 44 27 21 46 46 1677 373 55 2761 37
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: 459 15 44 27 21 46 46 1677 373 55 2761 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 459 15 44 27 21 46 46 1677 373 55 2761 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 459 15 44 27 21 46 46 1677 373 55 2761 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 459 15 44 27 21 46 46 1677 373 55 2761 37

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.66 0.09 0.25 1.00 0.31 0.69 1.00 3.00 1.00 1.00 3.95 0.05
Final Sat.: 4253 139 408 1600 501 1099 1600 4800 1600 1600 6315 85

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.11 0.11 0.11 0.02 0.04 0.04 0.03 0.35 0.23 0.03 0.44 0.44
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 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: 27 251 70 131 445 1052 602 1024 8 120 1747 181
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 251 70 131 445 1052 602 1024 8 120 1747 181
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: 27 251 70 131 445 1052 602 1024 8 120 1747 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 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: 27 251 70 131 445 0 602 1024 8 120 1747 181
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 251 70 131 445 0 602 1024 8 120 1747 181
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: 27 251 70 131 445 0 602 1024 8 120 1747 181

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 3.97 0.03 2.00 4.00 1.00
Final Sat.: 1600 2502 698 1600 3200 1600 4800 6350 50 3200 6400 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.10 0.08 0.14 0.00 0.13 0.16 0.16 0.04 0.27 0.11
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 (Y+R=4.0 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 Permitted
Rights: Ignore Ignore Ignore Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 1 2 0 3 0 0 0 0 3 0 1

Volume Module:

Base Vol: 0 0 0 169 0 545 234 1100 0 0 1439 98
Growth Adj: 1.00 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 0 169 0 545 234 1100 0 0 1439 98
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 169 0 545 234 1100 0 0 1439 98
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 169 0 0 234 1100 0 0 1439 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 169 0 0 234 1100 0 0 1439 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 169 0 0 234 1100 0 0 1439 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 0.07 0.23 0.00 0.00 0.30 0.00
Crit Moves: \*\*\*\* \*

\*\*\*\*\*



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 0 (Y+R=4.0 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 2 0 1 0 1 1 0 3 0 1 1 0 3 0 1

Volume Module:

Base Vol: 109 72 112 244 111 233 130 1093 54 99 1121 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 109 72 112 244 111 233 130 1093 54 99 1121 95
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: 109 72 112 244 111 233 130 1093 54 99 1121 95
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: 109 72 112 244 111 0 130 1093 54 99 1121 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 72 112 244 111 0 130 1093 54 99 1121 95
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: 109 72 112 244 111 0 130 1093 54 99 1121 95

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.07 0.05 0.07 0.08 0.07 0.00 0.08 0.23 0.03 0.06 0.23 0.06
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 (Y+R=4.0 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 0 729 0 322 402 1085 0 0 985 558
Growth Adj: 1.00 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 0 729 0 322 402 1085 0 0 985 558
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 729 0 322 402 1085 0 0 985 558
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 0 729 0 0 402 1085 0 0 985 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 729 0 0 402 1085 0 0 985 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 0 729 0 0 402 1085 0 0 985 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 0.23 0.00 0.00 0.13 0.23 0.00 0.00 0.21 0.00
Crit Moves: \*\*\*\* \*

\*\*\*\*\*

**APPENDIX D**

**City of Newport Beach Approved Project Data**

**Traffic Phasing Data  
Projects Less Than 100% Complete**

Project Number	Project Name	Percent
148	FASHION ISLAND EXPANSION	40 %
154	TEMPLE BAT YAHM EXPANSION	65 %
910	NEWPORT DUNES	0 %
945	HOAG HOSPITAL PHASE III	0 %
949	ST. MARK PRESBYTERIAN CHU	77 %
955	2300 NEWPORT BLVD	0 %
958	HOAG HEALTH CENTER	95 %
959	NORTH NEWPORT CENTER	0 %
960	SANTA BARBARA CONDO (MARR	33 %
962	328 OLD NEWPORT MEDICAL O	0 %
965	MARINER'S POINTE 23,015 S	16 %
966	4221 DOLPHIN STRIKER - 13	55 %
967	SAN JOAQUIN HILLS PLZA RE	0 %
968	UPTOWN NEWPORT (PHASE 2)	0 %
969	UPTOWN NEWPORT (PHASE 1)	0 %
970	MARINA PARK	0 %
971	BACK BAY LANDING 300 ECH	0 %
972	WESTCLIFF DRIVE MEDICAL P	0 %
973	LIDO HOUSE HOTEL TRAFFIC	0 %
974	NEWPORT EXECUTIVE CTR	0 %
975	EBB TIDE RESIDENTIAL	0 %
976	ENC PRE-SCHOOL	0 %
977	BALBOA MARINA WEST	0 %

## Traffic Phasing Ordinance Approved Projects 80% Volume Summary Intersection Report

#12

Int. Number	Int. Name	1 Hr Peak															
6085	COAST HWY E / AVOCADO AVE	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
		6	41	35	28	2			2		3	23	18		19		16
AM											23	5	21		25		3
PM																	

#1

Int. Number	Int. Name	1 Hr Peak															
2620	NEWPORT BLVD / COAST HWY W	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
		56	35	66	68	21			21		35	25	10		53		14
AM											19	93	14		52		15
PM																	

#2

Int. Number	Int. Name	1 Hr Peak															
2630	RIVERSIDE AVE / COAST HWY W	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
		1	137	110	166	1			1		1	137			110		1
AM																	
PM																	

#3

Int. Number	Int. Name	1 Hr Peak															
2635	COAST HWY W / TUSTIN AVE	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
		138	110	166	166							138			110		166
AM																	
PM																	



### Traffic Phasing Ordinance Approved Projects 80% Volume Summary Intersection Report

Int. Number	Int. Name	1 Hr Peak Totals		1 Hr Peak		WL	WT	WR
		NB	SB	SR	SL			
3060	COAST HWY W / DOVER DR - BAYSHORE DR	EB	134	19	43	88	45	
		WB	196	37	68	136	60	
AM		62	134	27	107			
PM		105	160	38	121			

#8





**APPENDIX E**

**Other Cumulative Project Data**

**Table E-1**

**Other Cumulative Project Trip Generation**

Project Name	Trips Generated <sup>1</sup>						
	Morning Peak Hour			Evening Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<u>Newport Beach</u>							
Banning Ranch	251	655	906	866	564	1,430	14,989
	18	96	114	91	44	135	1,511
	2	1	3	4	4	8	134
The Towers at Koll Center <sup>2</sup>	20	97	117	95	48	143	1,645
	104	53	157	103	107	210	2,597
	-16	-9	-25	-31	-40	-71	-1,162
ExplorOcean <sup>2</sup>	88	44	132	72	67	139	1,435
One Newport Hotel at Uptown Newport	84	59	143	91	87	178	2,489
Orange County Musuem of Arts							
Existing Musuem	-3	-1	-4	-1	-4	-5	-108
Proposed Residential	6	28	34	24	14	38	418
Net New Total Trips	3	27	30	23	10	33	310
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
<u>Costa Mesa</u>							
28-Unit Residential Project	5	16	21	18	10	28	267
2025 Placentia Avenue Live-Work Lofts	0	9	9	7	-2	5	70
2277 Harbor Boulevard Project	-3	51	48	29	-8	21	232
Light House Project	13	45	58	50	11	61	557
West 17th Street/Superior Live-Work	4	4	8	7	10	17	29
Westside Gateway Project	57	76	133	65	59	124	944
<b>Total</b>	<b>795</b>	<b>2,016</b>	<b>2,811</b>	<b>2,249</b>	<b>1,413</b>	<b>3,662</b>	<b>37,745</b>

<sup>1</sup> Source: Traffic impact studies for respective projects unless otherwise noted.

<sup>2</sup> Source: Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012 land use categories 230, 495, and 826.

## **Cumulative Project List - March 2016**

Projects of significant size to have a potential cumulative impact

Banning Ranch	4520 W. Coast Hwy	1,375 d.u., 75,000 g.s.f. commercial retail, 75-room accommodations, parks, and open space.
The Towers at Koll Center	4400 Von Karman Ave	<b>New:</b> <ul style="list-style-type: none"> <li>• 260 residential d.u.</li> <li>• 3,019 g.s.f. commercial</li> <li>• 1 acre park</li> </ul>
ExplorOcean	600 E. Bay Ave, 209 Washington St, 600 and 608 Balboa Blvd, and 200 Palm St	<b>New:</b> <ul style="list-style-type: none"> <li>• 70,295 s.f. ocean literacy facility</li> <li>• 6,500 s.f. floating classroom (waterside)</li> </ul> <b>Existing:</b> <ul style="list-style-type: none"> <li>• 26,219 s.f. Commercial</li> <li>• 63-metered space surface parking lot</li> </ul>
Autonation Dealership	320-600 W. Coast Hwy	<b>New:</b> 33,926 s.f. auto sales <b>Existing:</b> <ul style="list-style-type: none"> <li>• 11,660 s.f. specialty retail</li> <li>• 1,152 s.f. auto sales</li> </ul>
One Newport Hotel at Uptown Newport	4311 Jamboree Rd	<b>New:</b> <ul style="list-style-type: none"> <li>• 180-room hotel</li> <li>• 15,000 s.f. specialty retail</li> <li>• 3,300 s.f. high-turnover (sit down) restaurant</li> </ul>
Orange County Museum of Arts	850 San Clemente	<b>New:</b> 100 d.u. condos <b>Existing:</b> 24,000 g.s.f. museum
Newport Coast		<b>See Staff for update.</b>

**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 <sup>1</sup>	330	Room	4.90	0.22	0.09	0.31	0.18	0.24	0.42
Park <sup>2</sup>	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 <sup>3</sup>	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
	<b>Subtotal</b>			<b>1,884</b>	<b>35</b>	<b>87</b>	<b>122</b>	<b>160</b>	<b>91</b>	<b>251</b>
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
	<b>Subtotal</b>			<b>873</b>	<b>23</b>	<b>39</b>	<b>62</b>	<b>44</b>	<b>33</b>	<b>77</b>
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
	<b>Subtotal</b>			<b>3,483</b>	<b>63</b>	<b>208</b>	<b>271</b>	<b>227</b>	<b>127</b>	<b>354</b>
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
	<b>Subtotal</b>			<b>9,875</b>	<b>130</b>	<b>321</b>	<b>451</b>	<b>513</b>	<b>392</b>	<b>905</b>
<b>Total Before Internal Capture/Pass-by</b>				<b>16,115</b>	<b>251</b>	<b>655</b>	<b>906</b>	<b>944</b>	<b>643</b>	<b>1,587</b>
<b>Internal Capture <sup>4</sup></b>				<b>1,126</b>				<b>55</b>	<b>55</b>	<b>110</b>
<b>Pass-By Reduction for Shopping Center (10%) <sup>5</sup></b>								<b>23</b>	<b>24</b>	<b>47</b>
<b>Total Project Trips</b>				<b>14,989</b>	<b>251</b>	<b>655</b>	<b>906</b>	<b>866</b>	<b>564</b>	<b>1,430</b>

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

DU = Dwelling Unit, KSF = 1,000 Square Feet

<sup>1</sup> 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.

<sup>2</sup> Trip generation is based on ITE Land Use County Park (Land Use 412) because this category includes peak hour trip rates.

<sup>3</sup> Trip rates for Shopping Center are derived from the following regression equations: T = Trip Ends, X = units in KSF

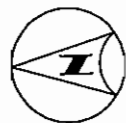
ADT:  $\ln(T) = 0.65 \ln(X) + 5.83$

AM Peak Hour:  $\ln(T) = 0.59 \ln(X) + 2.32$

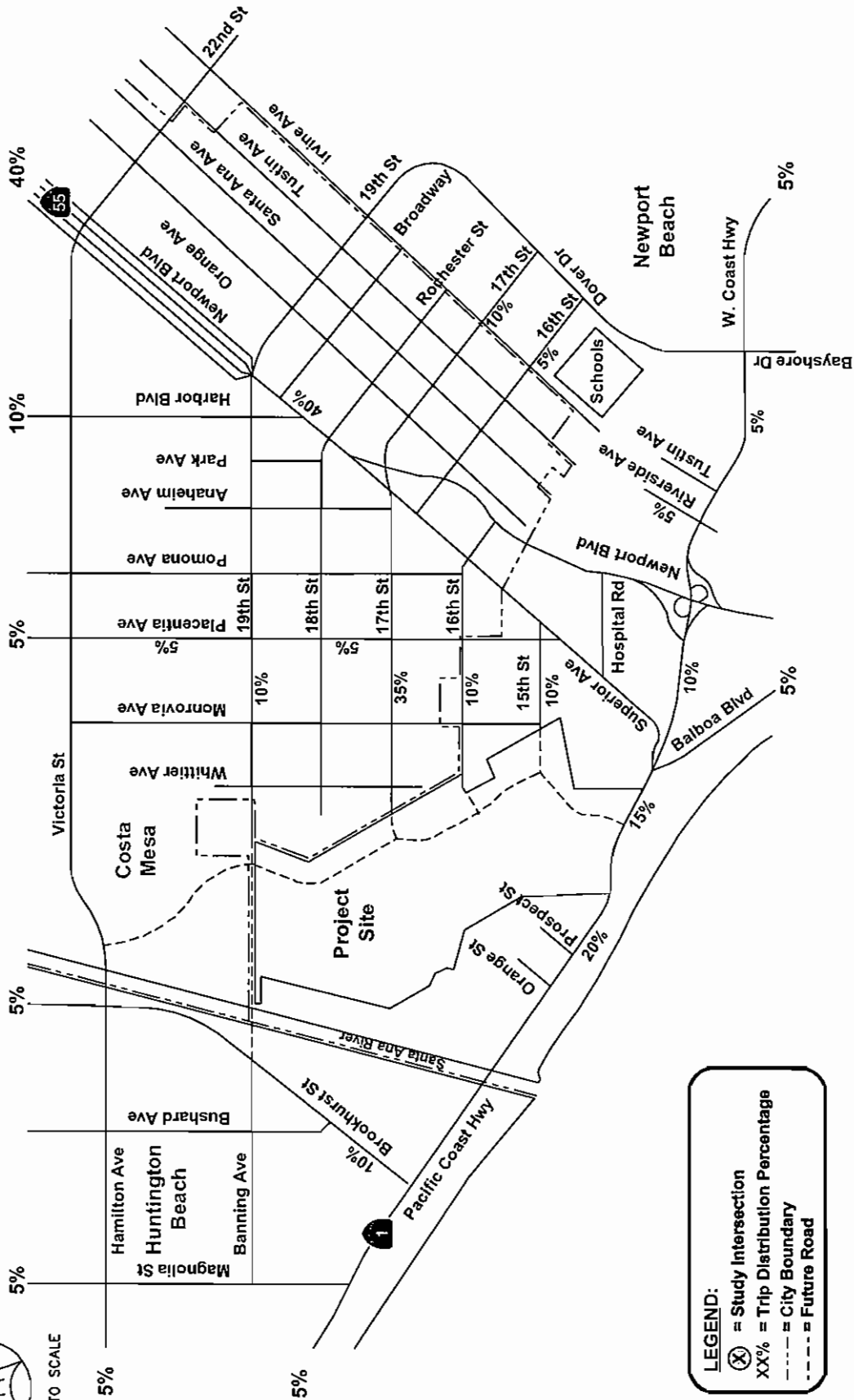
PM Peak Hour:  $\ln(T) = 0.67 \ln(X) + 3.37$

<sup>4</sup> Source: Institute of Transportation Engineers (ITE) publication "Trip Generation Handbook". See Internal Capture Worksheets in Appendix C.

<sup>5</sup> Note: The ITE publication "Trip Generation Handbook" indicates pass-by for a shopping center is 34% in the PM peak hour. 10% is assumed here, for a conservative approach. Pass-by reduction is taken on balance of retail trips, after Internal Capture reduction



NOT TO SCALE



**LEGEND:**

- (X) = Study Intersection
- XX% = Trip Distribution Percentage
- = City Boundary
- - - - = Future Road

**FIGURE 9  
PROJECT TRIP DISTRIBUTION**



Kimley-Horn and Associates, Inc.

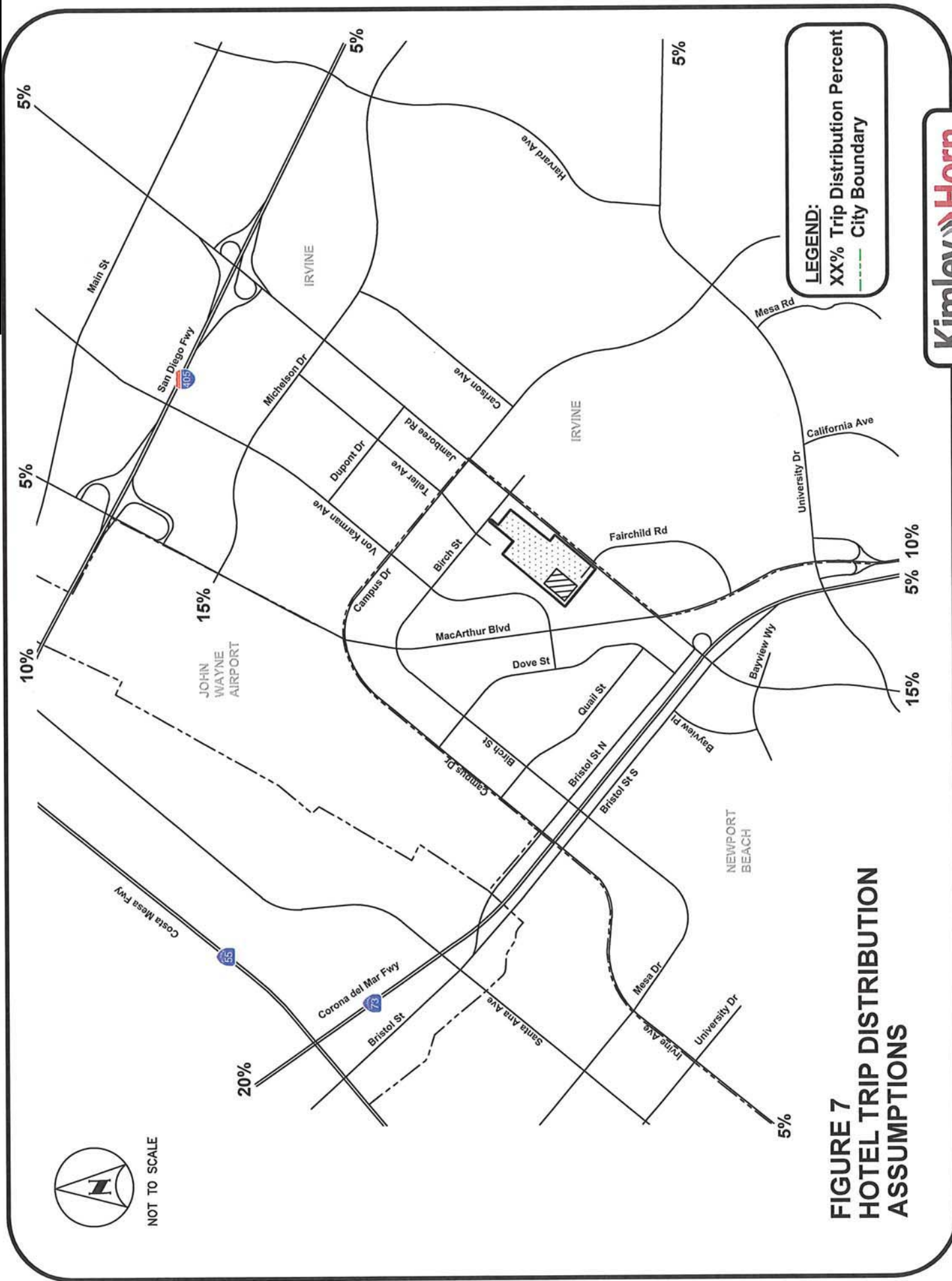
**TABLE 2  
ONE NEWPORT HOTEL PROJECT  
SUMMARY OF PROJECT TRIP GENERATION**

Land Use	ITE Code	Unit	Trip Generation Rates <sup>1</sup>							
			Daily	AM Peak Hour		PM Peak Hour		Total		
				In	Out	In	Out			
Hotel	310	Room	8,170	0,313	0,217	0,530	0,306	0,294	0,600	
Specialty Retail Center <sup>2</sup>	826	KSF	44,320	0,595	0,365	0,960	1,192	1,518	2,710	
High-Turnover (Sit-Down) Restaurant	932	KSF	127,150	5,946	4,865	10,810	5,910	3,940	9,850	
<b>Trip Generation Estimates</b>										
Land Use	Quantity	Unit	Daily	AM Peak Hour		PM Peak Hour		Total	In	Out
				In	Out	In	Out			
Hotel	180	Room	1,471	56	39	95	55	53	108	
Specialty Retail Center <sup>2</sup>	15,000	KSF	665	9	5	14	18	23	41	
		Retail Adjustment Factor (10%) <sup>3</sup>	-67	-1	-1	-2	-2	-2	-4	
High-Turnover (Sit-Down) Restaurant	3,300	KSF	420	20	16	36	20	13	33	
<b>Total Project Trips</b>			<b>2,489</b>	<b>84</b>	<b>59</b>	<b>143</b>	<b>91</b>	<b>87</b>	<b>178</b>	

<sup>1</sup> Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition

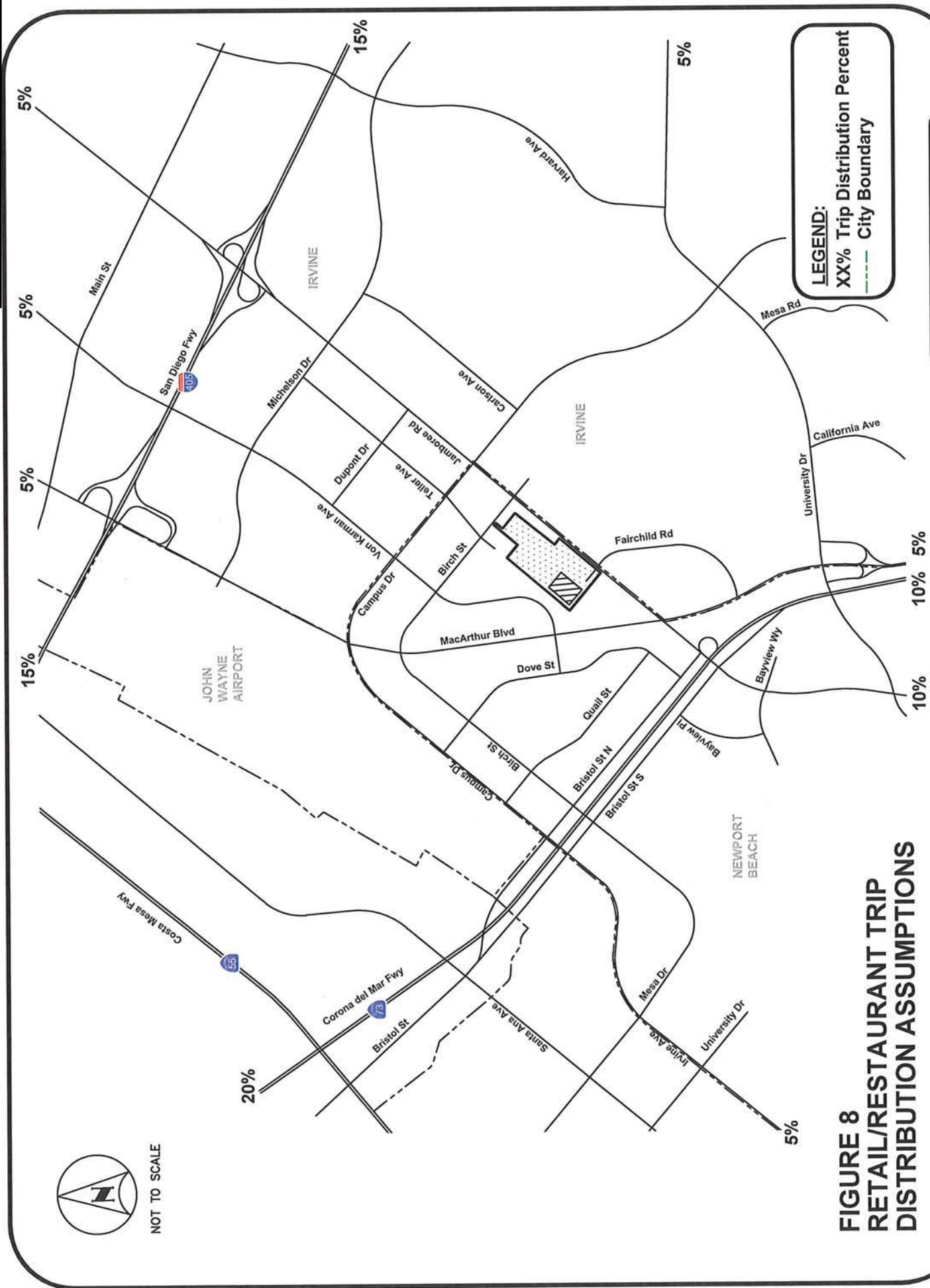
<sup>2</sup> ITE Trip Generation does not provide AM peak hour rates for a Specialty Retail Center. Therefore, the AM peak hour rates for Land Use Category 820 - Shopping Center were used to estimate AM peak hour trips.

<sup>3</sup> A 10% adjustment factor to account for internal capture and pass-by for the retail use is assumed, as directed by City of Newport Beach staff.



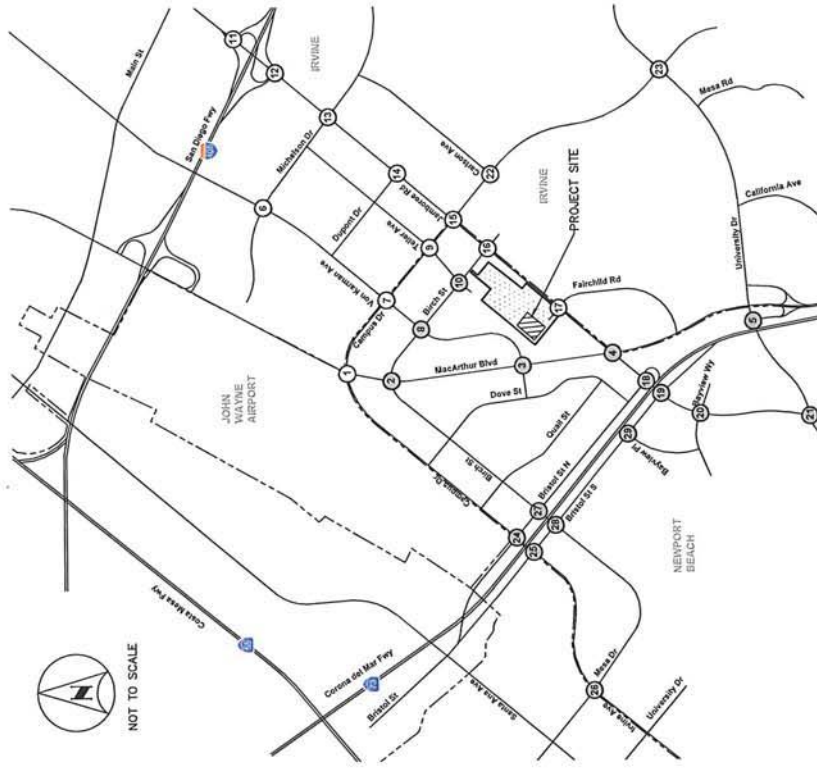
NOT TO SCALE

**FIGURE 7  
 HOTEL TRIP DISTRIBUTION  
 ASSUMPTIONS**





1. MacArthur Blvd at Campus Dr	2. MacArthur Blvd at Birch St	3. MacArthur Blvd at Von Karman Ave	4. MacArthur Blvd at Jamboree Rd	5. MacArthur Blvd SB at University Dr	6. Von Karman Ave at Michelson Dr
7. Von Karman Ave at Campus Dr	8. Von Karman Ave at Birch St	9. Teller Ave at Campus Dr	10. Teller Ave at Birch St	11. Jamboree Rd at I-405 NB Ramp	12. Jamboree Rd at I-405 SB Ramp
13. Jamboree Rd at Michelson Dr	14. Jamboree Rd at Dupont Dr	15. Jamboree Rd at Campus Dr	16. Jamboree Rd at Birch St	17. Jamboree Rd at Fairchild Rd	18. Jamboree Rd at Bristol St N
19. Jamboree Rd at Bristol St S	20. Jamboree Rd at Bayview Wy	21. Jamboree Rd at University Dr	22. Carlson Ave at Campus Dr	23. University Dr at Campus Dr	24. Bristol St N at Campus Dr
25. Bristol St S at Campus Dr	26. Irvine Ave at Mesa Dr	27. Bristol St N at Birch St	28. Bristol St S at Birch St	29. Bristol St S at Bayview Pl	



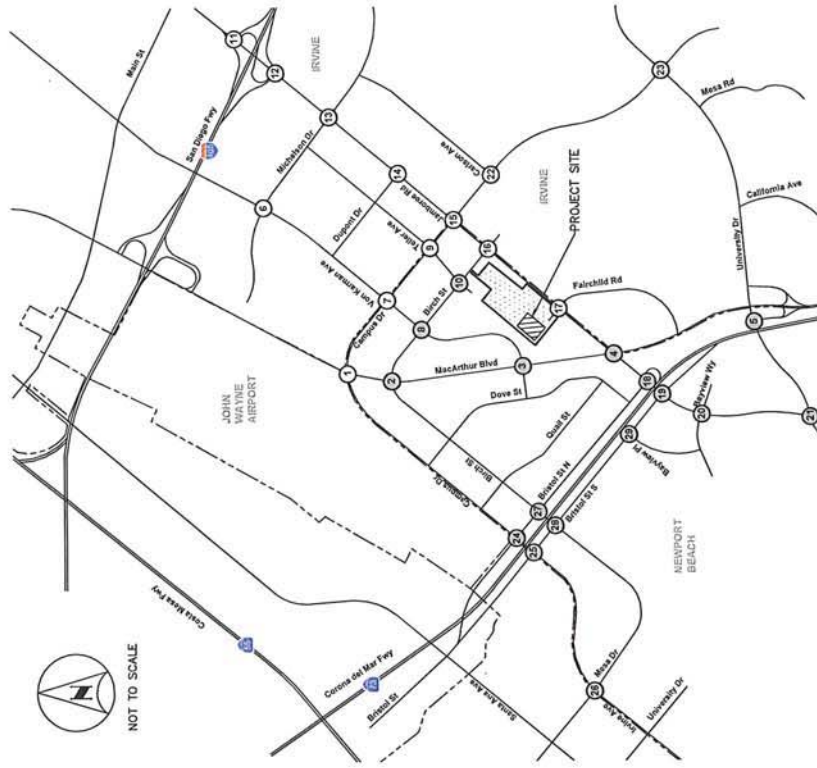
**LEGEND:**

- Newport Beach Intersection
- Irvine Intersection
- City Boundary
- AM/PM Peak Hour Turning Movement Volumes



**FIGURE 9**  
PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES -  
WITH UPTOWN NEWPORT PHASE 1 COMPLETION

1. MacArthur Blvd at Campus Dr	2. MacArthur Blvd at Birch St	3. MacArthur Blvd at Von Karman Ave	4. MacArthur Blvd at Jamboree Rd	5. MacArthur Blvd SB at University Dr	6. Von Karman Ave at Michelson Dr
7. Von Karman Ave at Campus Dr	8. Von Karman Ave at Birch St	9. Teller Ave at Campus Dr	10. Teller Ave at Birch St	11. Jamboree Rd at I-405 NB Ramp	12. Jamboree Rd at I-405 SB Ramp
13. Jamboree Rd at Michelson Dr	14. Jamboree Rd at Dupont Dr	15. Jamboree Rd at Campus Dr	16. Jamboree Rd at Birch St	17. Jamboree Rd at Fairchild Rd	18. Jamboree Rd at Bristol St N
19. Jamboree Rd at Bristol St S	20. Jamboree Rd at Bayview Wy	21. Jamboree Rd at University Dr	22. Carlson Ave at Campus Dr	23. University Dr at Campus Dr	24. Bristol St N at Campus Dr
25. Bristol St S at Campus Dr	26. Irvine Ave at Mesa Dr	27. Bristol St N at Birch St	28. Bristol St S at Birch St	29. Bristol St S at Bayview Pl	



**LEGEND:**

- Newport Beach Intersection
- Irvine Intersection
- City Boundary
- XXXX AM/PM Peak Hour Turning Movement Volumes



FIGURE 10 PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES - WITH UPTOWN NEWPORT PHASE 2 COMPLETION



**Table D: Museum Trip Generation Estimates**

Land Use	Size		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>Trip Generation</i>									
<b>Existing Use</b>									
Museum	24	TSF	108	3	1	4	1	4	5
<b>Total Trips</b>			<b>108</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>5</b>

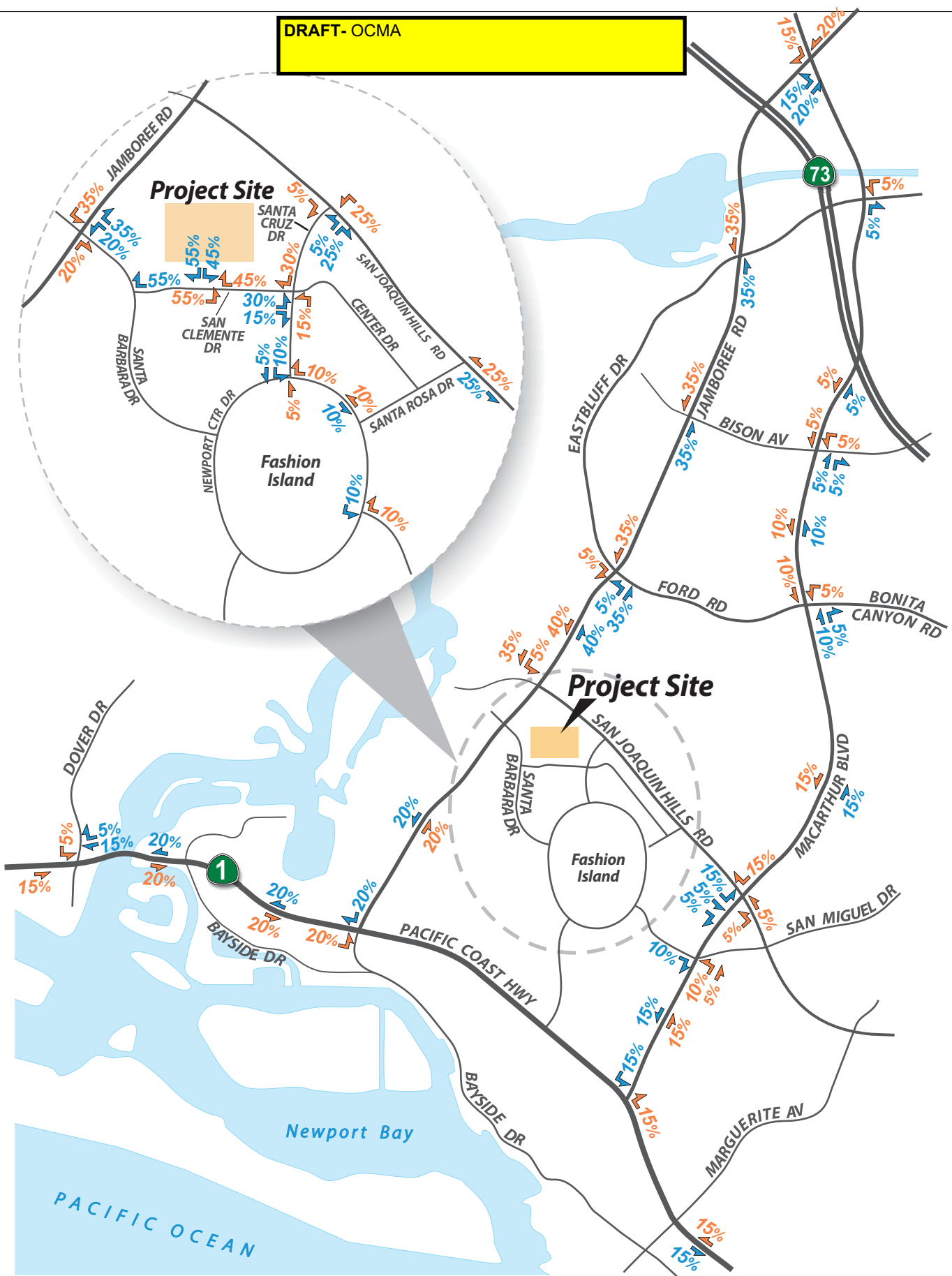
**Trip Generation**

Per the Institute of Transportation Engineers’ (ITE) Trip Generation, 9th Edition, trip generation estimates for the proposed project were developed using ITE trip rates. A summary of the trip generation rates and resulting net new vehicle trips from the proposed project and the applied existing use trip credit are presented in Table E. As shown, the proposed development is projected to generate approximately 310 net new trip-ends per day, with 30 (3 inbound, 27 outbound) net new trips during the AM peak hour and 33 (23 inbound, 10 outbound) net new trips during the PM peak hour.

**Table E: Project Trip Generation Summary**

Land Use	ITE Code	Size		Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
<i>Trip Rates</i>										
High-Rise Condominium	232	per	DU	4.18	0.06	0.28	0.34	0.24	0.14	0.38
<i>Trip Generation</i>										
<b>Trips</b>										
Condominiums (Proposed)	100	DU		418	6	28	34	24	14	38
Museum (Existing)	24	TSF		(108)	(3)	(1)	(4)	(1)	(4)	(5)
<b>Net New Total Trips</b>				<b>310</b>	<b>3</b>	<b>27</b>	<b>30</b>	<b>23</b>	<b>10</b>	<b>33</b>

ITE – Institute of Transportation Engineers



**LEGEND**

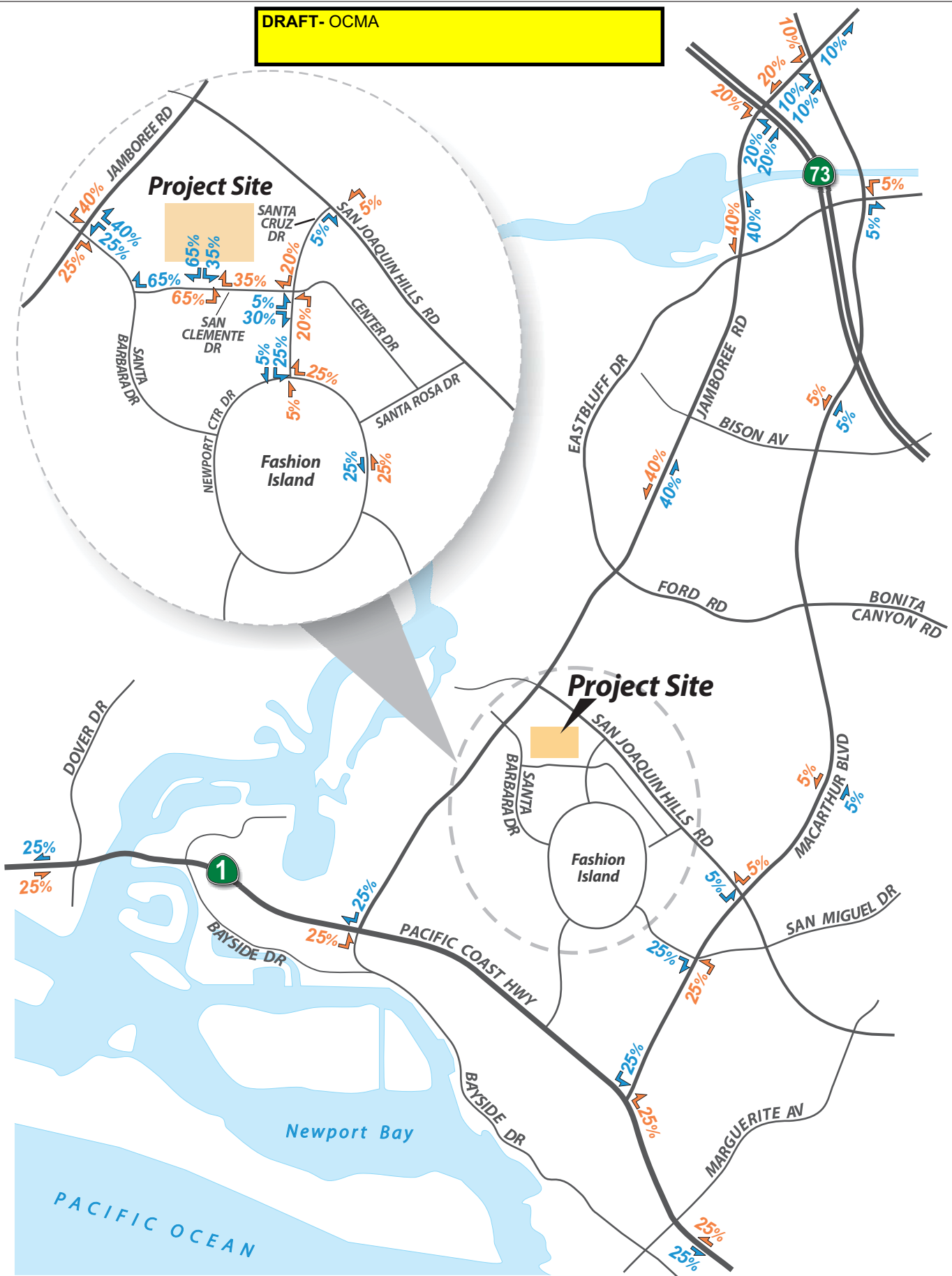
- 0% ↗ - Inbound Trip Distribution Percentage
- ↖ 0% - Outbound Trip Distribution Percentage



No Scale

Figure 5

**Project Trip Distribution**



**LEGEND**

- 0% - Inbound Trip Distribution Percentage
- 0% - Outbound Trip Distribution Percentage



**Figure 6**

**Museum (Existing Use) Trip Distribution**

TRIP GENERATION RATES<sup>1</sup>

LAND USE	UNITS <sup>2</sup>	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.

<sup>1</sup> Source: City of Newport Beach Trip Generation Rates

<sup>2</sup> DU = Dwelling Units  
 AC = Acres

TABLE 12-2

PROJECT TRIP GENERATION

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS <sup>1</sup>	PEAK HOUR				DAILY
					AM		PM		
					IN	OUT	IN	OUT	
1	1A	Condominium/Townhouse	121	DU	21	59	57	44	980
	1B	Single Family Detached Residential	36	DU	7	25	25	14	396
	1C	Condominium/Townhouse	888	DU	151	435	417	320	7,193
	2A	Single Family Detached Residential	206	DU	41	144	144	82	2,266
	13C	Multi Family Dwelling	116	DU	104	49	50	23	751
	13D	Multi Family Dwelling	116	DU	104	49	50	23	751
	13E	Multi Family Dwelling	116	DU	104	49	50	23	751
TOTAL FOR TAZ 1					532	810	793	529	13,088
2	3A	Single Family Detached Residential	347	DU	69	243	243	139	3,817
	3B	Single Family Detached Residential	450	DU	90	315	315	180	4,950
	4B	Single Family Detached Residential	587	DU	117	411	411	235	6,457
	13A	Multi Family Dwelling	117	DU	105	49	50	23	757
	13B	Multi Family Dwelling	117	DU	105	49	50	23	757
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	17	State Park (gross acres)	2,807	AC	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

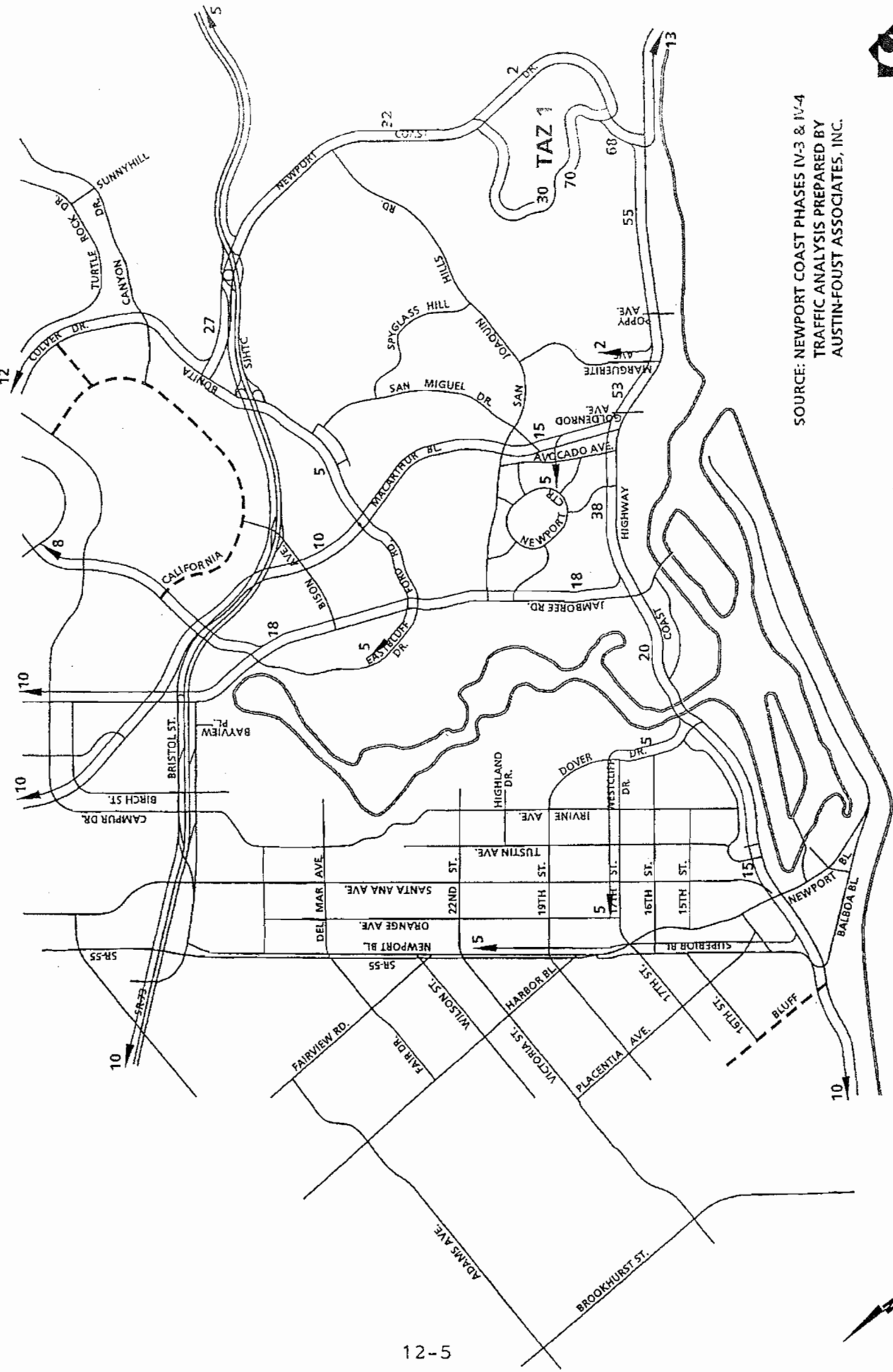
<sup>1</sup> DU = Dwelling Units  
AC = Acres

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- 70% OF DU'S ARE BUILT. ONLY 30% IS CUMULATIVE PROJECT THE

- ASSUME STATE PARK IS EXISTING.

# NEWPORT COAST TRAFFIC ANALYSIS ZONE 1 TRIP DISTRIBUTION PATTERNS

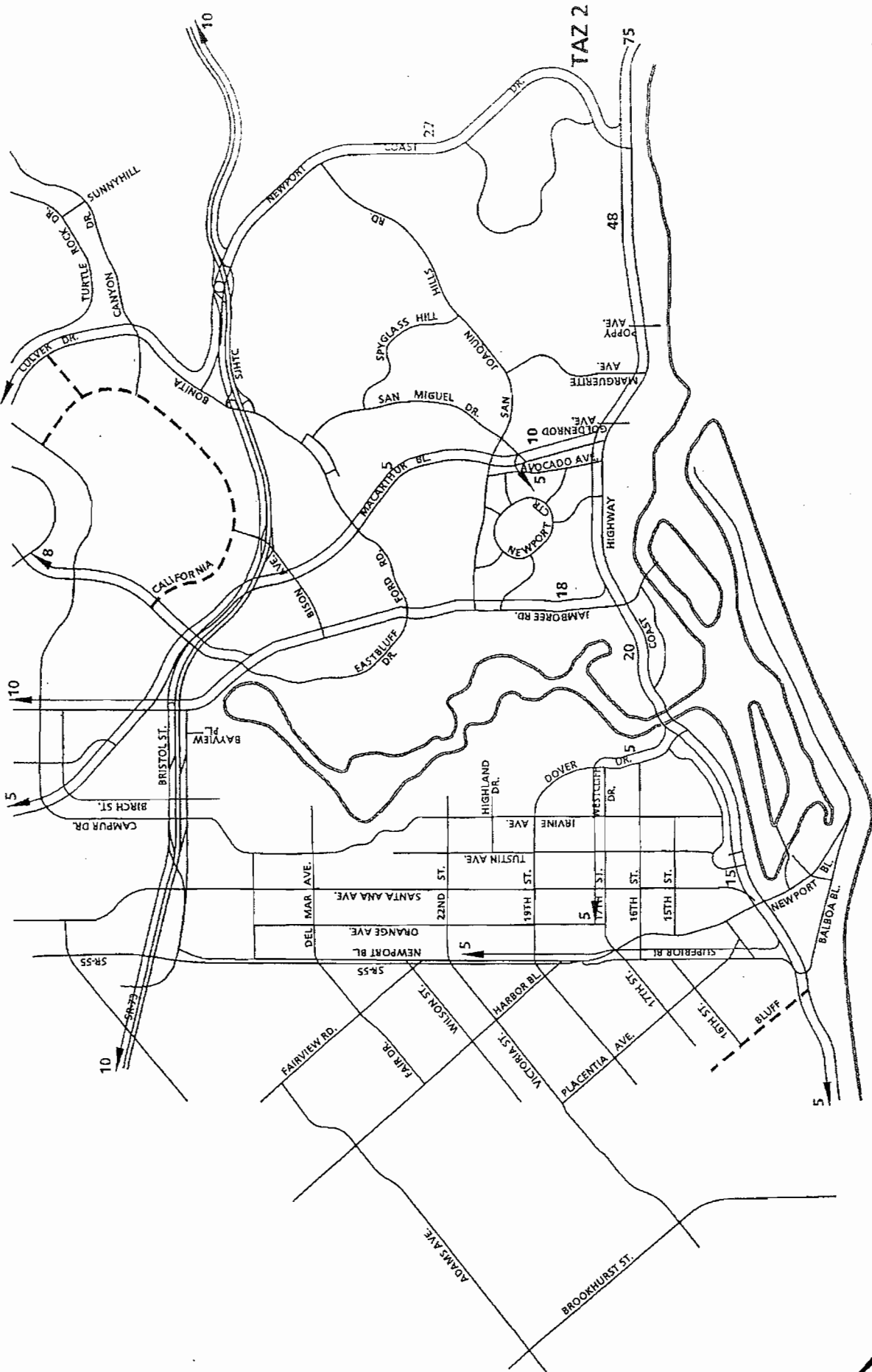


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4  
TRAFFIC ANALYSIS PREPARED BY  
AUSTIN-FOUST ASSOCIATES, INC.





**EXHIBIT 12-B**  
**NEWPORT COAST TRAFFIC ANALYSIS ZONE 2**  
**TRIP DISTRIBUTION PATTERNS**



**EXHIBIT**  
**NEWPORT COAST TRAFFIC ANALYSIS ZONE 3**  
**TRIP DISTRIBUTION PATTERNS**

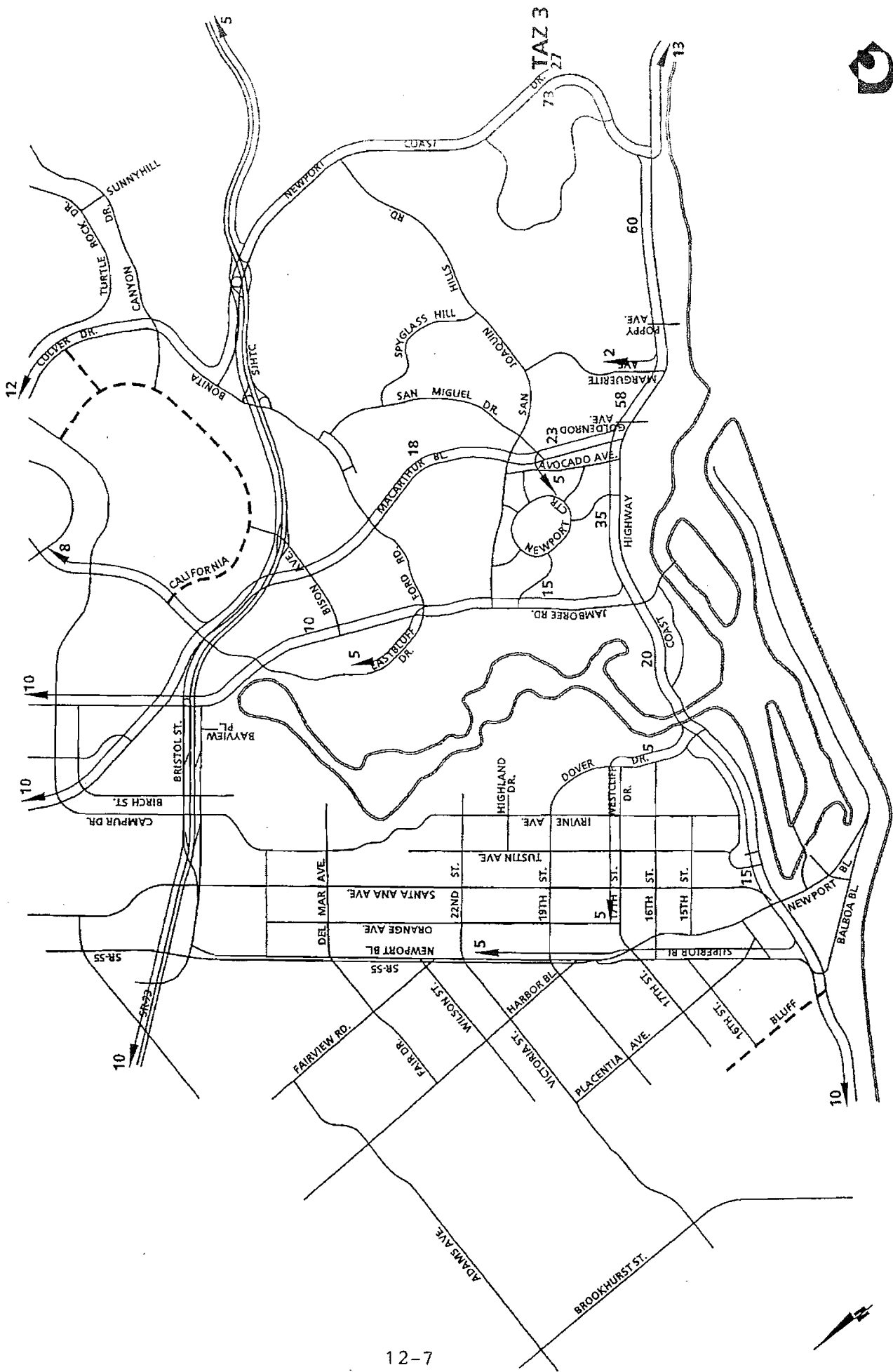
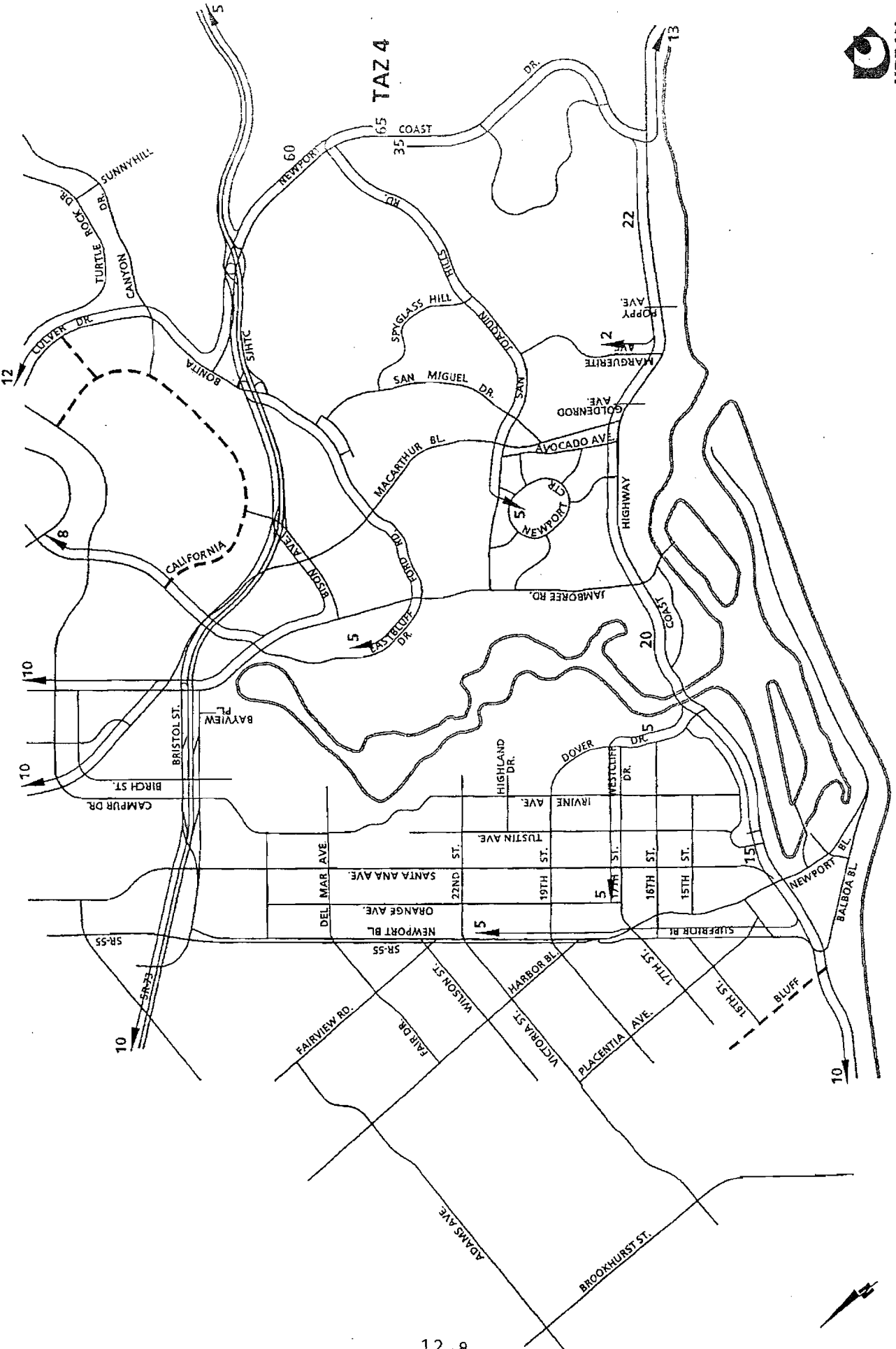


EXHIBIT 12-E  
**NEWPORT COAST TRAFFIC ANALYSIS ZONE 4**  
**TRIP DISTRIBUTION PATTERNS**



TAZ 4



## 2.0 PROJECT DESCRIPTION AND TRAFFIC GENERATION

The following section provides information on the operation of the proposed project relative to the local and regional circulation network.

### Project Size and Description

Figure 1 illustrates the site plan of the proposed project. The project applicant is South Coast Communities, LLC. The proposed project is the City Commons residential development which would develop 28 single-family homes in a gated community on a vacant parcel on the southwest corner of Harbor Boulevard and Hamilton Street in the City of Costa Mesa. Primary access is proposed at a new full-access driveway on Charle Street, and secondary outbound-only and right-turn only access is proposed on Hamilton Street, approximately 50 feet west of Harbor Boulevard. All inbound access to the project site would occur from the driveway proposed on Charle Street. A single, two-way driveway aisle would traverse the site, between Hamilton Street and Charle Street, with homes loading on both sides of the street. Inbound and outbound access to and from the site would be controlled by sliding gates at the driveways.

Based on information provided by the City, the project site is currently approved for General Commercial (retail) uses for up to 11,275 square feet. This use would generate approximately 766 daily trips. The proposed project, 28 single-family homes, would generate approximately 268 daily trips. The proposed project would generate approximately 498 less daily trips than the currently approved commercial uses on the site.

### Project Traffic

This section describes the trip generation, distribution, and assignment of the proposed project's traffic volumes on the study area transportation network facilities.

### Trip Generation

Weekday daily, a.m. and p.m. peak hour trip generation estimates for the proposed project were developed using trip rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 9<sup>th</sup> Edition*. Summaries of the trip generation rates and resulting vehicle trips for the proposed project are presented in Table C.

**Table C – Project Trip Generation Estimates**

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>TRIP RATES</b>								
Single-Family Detached Home	per DU	9.52	0.19	0.56	0.75	0.63	0.37	1.00
<b>TRIP GENERATION</b>								
Single-Family Detached Home	28 DUs	<b>267</b>	<b>5</b>	<b>16</b>	<b>21</b>	<b>18</b>	<b>10</b>	<b>28</b>

Notes: Trip rates from *Trip Generation, 9<sup>th</sup> Edition*, Institute of Transportation Engineers, 2012.

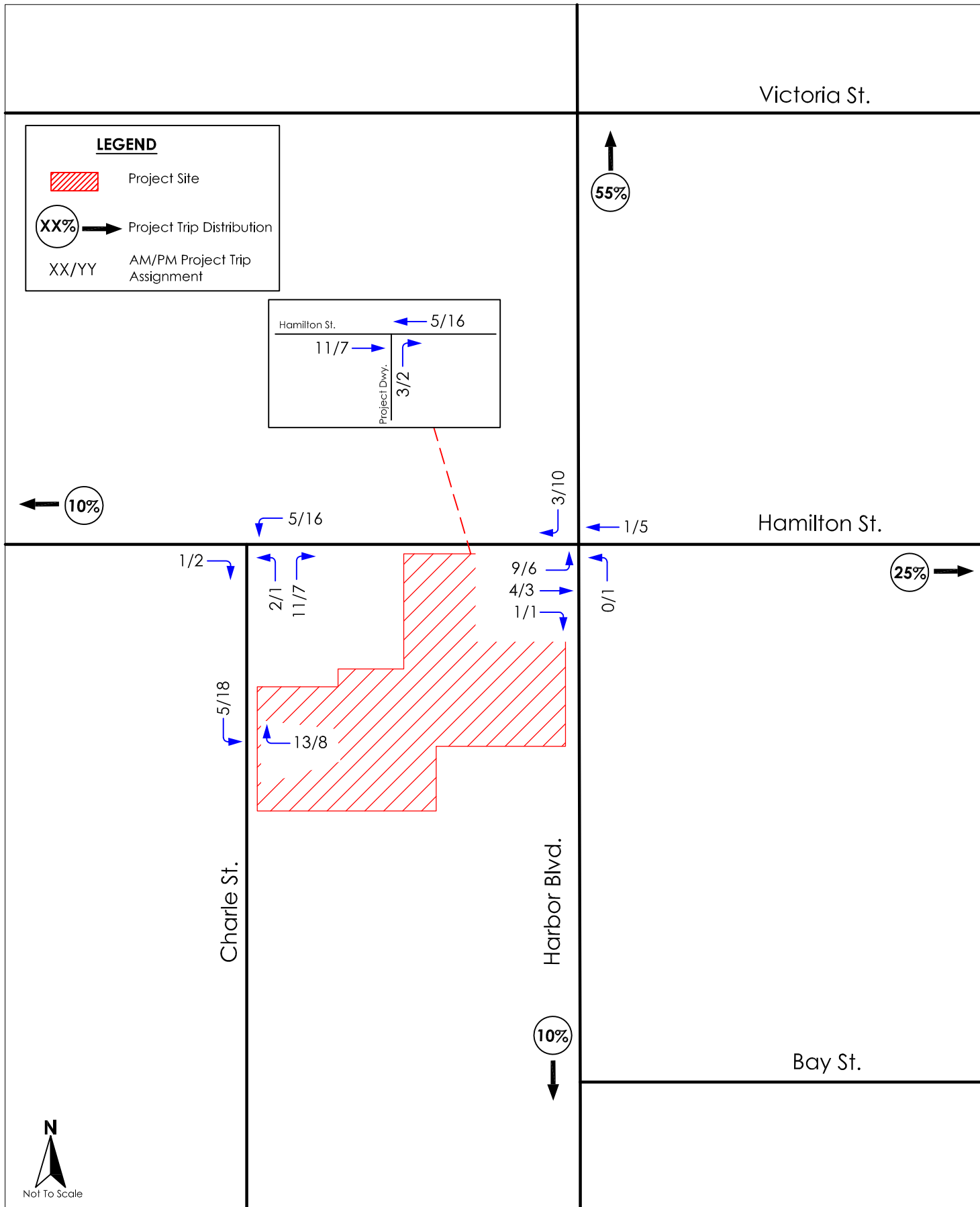


Figure 2  
Project Trip Distribution  
and Assignment

**Table 1 Land Use and Trip Generation Summary**

Land Use Category	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
<b>EXISTING</b>								
Manufacturing/Storage <sup>1</sup>	--	6	6	12	8	13	21	200
Total		6	6	12	8	13	21	200
<b>PROPOSED PROJECT</b>								
Live/Work –Placentia Ave	3 DU	0	1	1	1	1	2	20
Live/Work Office	1.43 TSF	2	0	2	0	2	2	19
<i>Internal Capture for Live/Work Units (10%)</i>		-0	-0	-0	-0	-0	-0	-4
Interior Live/Work Units	35 DU	4	14	18	14	8	22	235
Total		6	15	21	15	11	26	270
<b>Project Increment</b>		<b>0</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>-2</b>	<b>5</b>	<b>70</b>
Trip Rates Category	Unit	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Apt./Townhome	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.72
General Office	TSF	1.65	0.23	1.88	0.32	1.59	1.91	13.34
Trip Rate Source: Costa Mesa SOBEC/Westside GPA Traffic Analysis								
<sup>1</sup> Trip generation is based on actual peak hour survey performed 8/27/13 (ADT estimated).								

As shown, the proposed project increment results in a negligible change to the existing trip generation for the site.

## 4.0 Peak Hour Analysis

Existing traffic counts were collected in 2012 for the AM and PM peak hours. The project increment was then added to this data to generate the existing-plus-project scenario. The peak hour intersection capacity utilization (ICU) values and levels of service (LOS) were then calculated for two study area intersections and the results are summarized in Table 2 below. As can be seen, the intersections currently operate at LOS C or better and the project has a negligible effect on the ICUs.

**Table 2 ICU and LOS Summary**

Intersection	Existing (2012)				Existing plus Project			
	AM		PM		AM		PM	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Placentia Ave & W. 19 <sup>th</sup>	.74	C	.76	C	.74	C	.76	C
2. Placentia Ave & Victoria	.39	A	.54	A	.39	A	.54	A

**TABLE 5-1**  
**PROJECT TRAFFIC GENERATION FORECAST<sup>4</sup>**

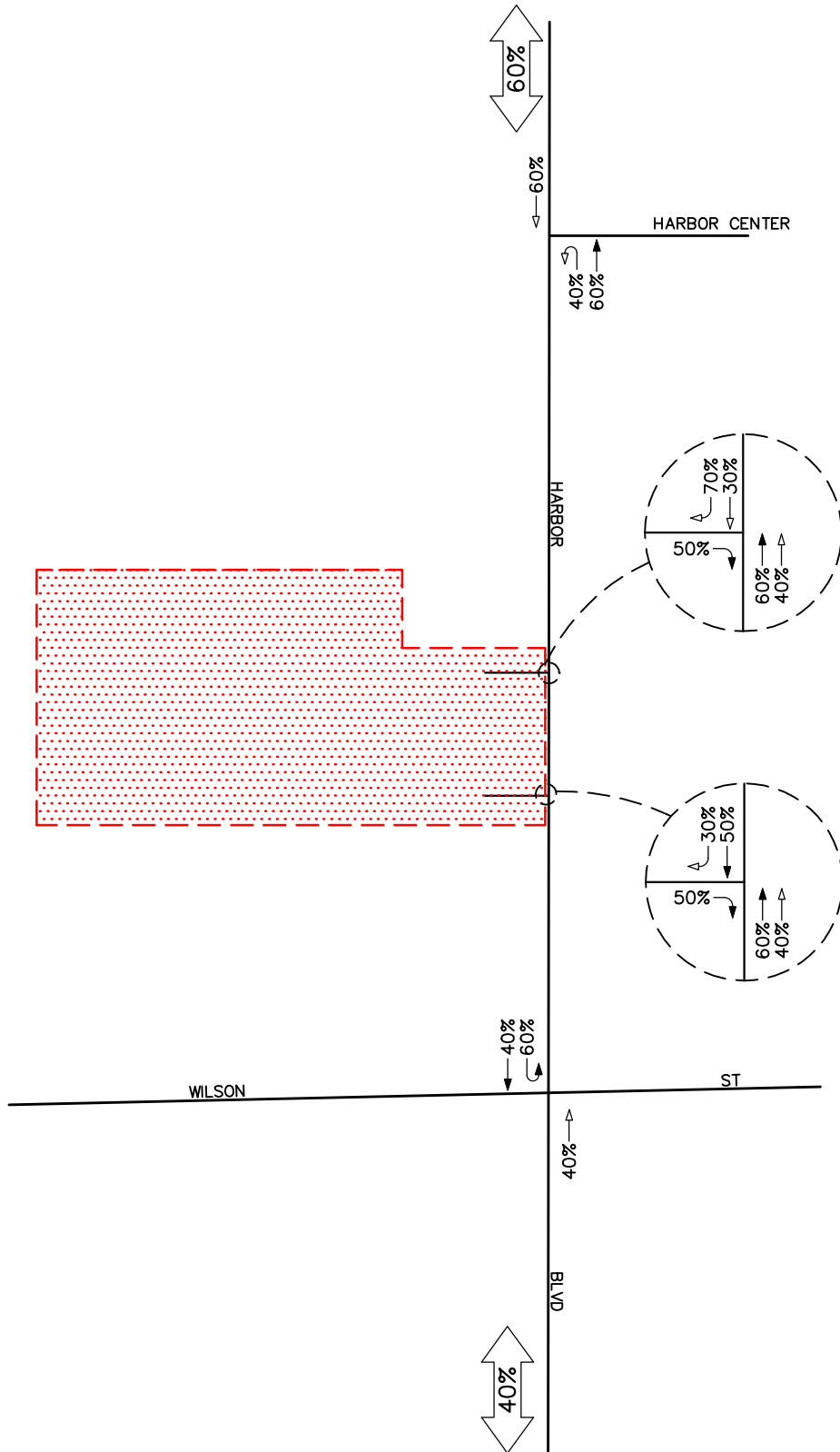
ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><i>Generation Rates:</i></b>							
▪ ITE 220: Apartment (TE/DU)	6.65	0.10	0.41	0.51	0.40	0.22	0.62
▪ Empirical Rate: Motel (TE/Room) <sup>5</sup>	5.33	0.11	0.17	0.28	0.26	0.24	0.50
<b><i>Generation Forecasts:</i></b>							
<u><i>Proposed Project</i></u>							
▪ Apartments (224 DU)	1,490	23	91	114	90	49	139
<u><i>Existing Occupied Floor Area</i></u>							
▪ Existing Fully Occupied Motel	1,258	26	40	66	61	57	118
▪ (236 Rooms) <sup>6</sup>							
<b><i>Total “Net” Project Trip Generation: Proposed Project Minus Existing Motel</i></b>	<b>232</b>	<b>-3</b>	<b>51</b>	<b>48</b>	<b>29</b>	<b>-8</b>	<b>21</b>

Notes:  
TE/DU = Trip end per dwelling unit  
TE/Room = Trip ends per room

<sup>4</sup> Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2012)].

<sup>5</sup> Trip rates for the existing motel are based on driveway counts conducted at the existing site on Thursday, March 5, 2015. Please note that during the counts the existing motel had an occupancy of 159 rooms.

<sup>6</sup> Trip ends for the existing motel were calculated using the empirically derived rate applied to the full occupancy (236 rooms).



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LINSCOTT  
LAW &  
GREENSPAN  
engineers



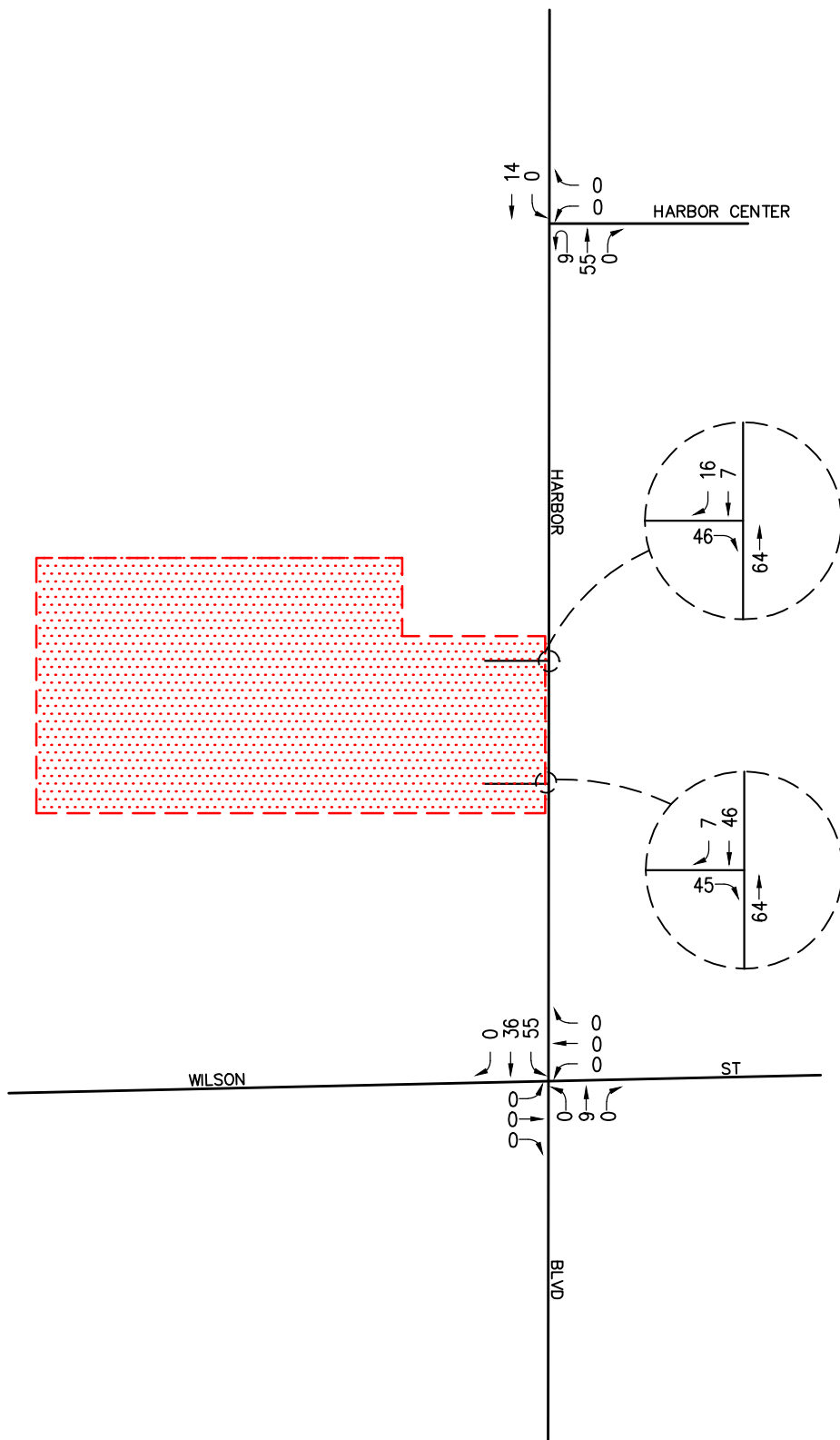
NO SCALE

- KEY
- ← = INBOUND PERCENTAGE
  - = OUTBOUND PERCENTAGE
  - ▨ = PROJECT SITE

# FIGURE 5-1

PROJECT DISTRIBUTION PATTERN  
COSTA MESA MOTOR INN RESIDENTIAL PROJECT, COSTA MESA





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LINSCOTT  
LAW &  
GREENSPAN  
engineers



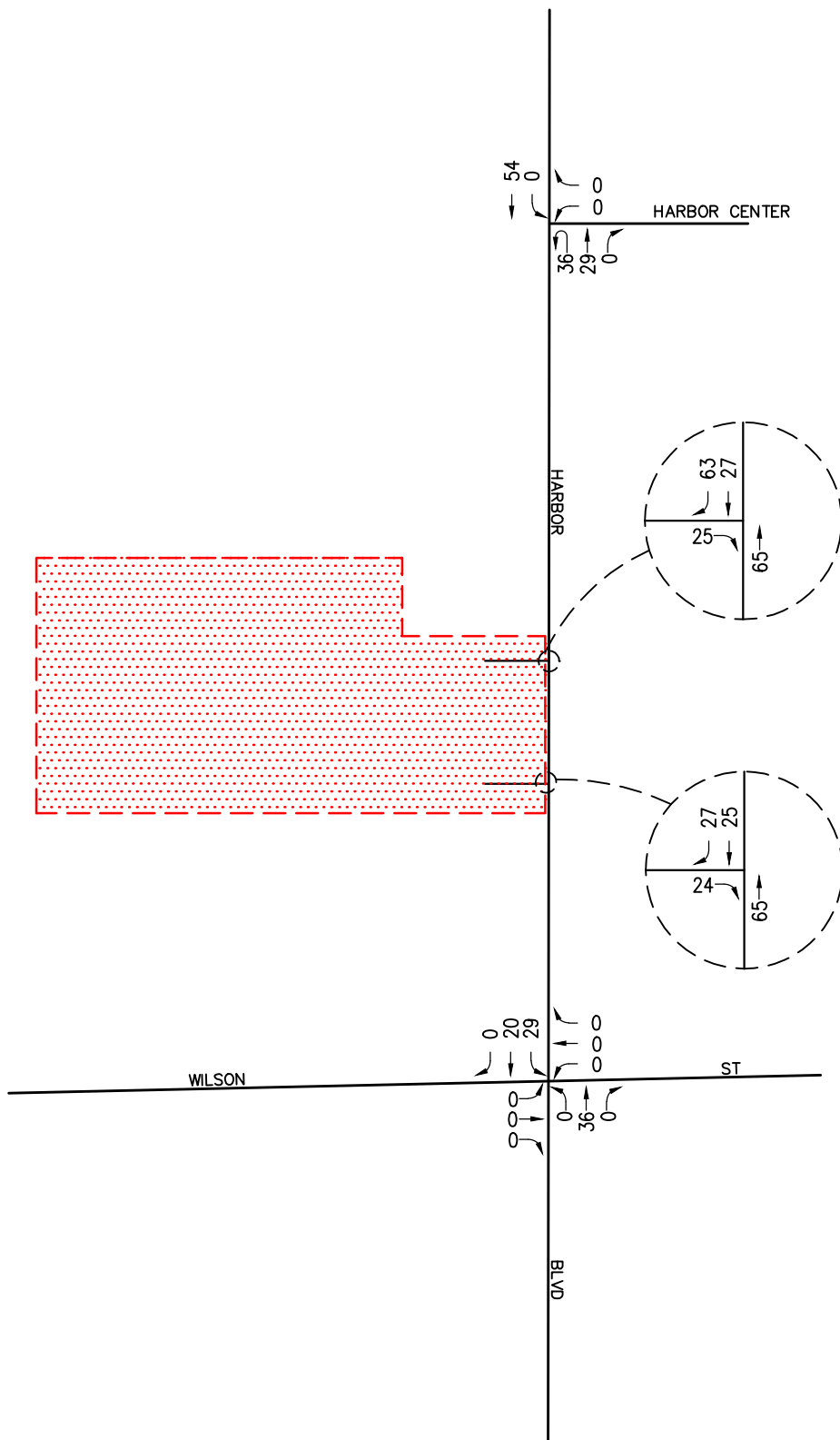
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KEY  
 = PROJECT SITE

## FIGURE 5-2

AM PEAK HOUR  
PROJECT TRAFFIC VOLUMES

COSTA MESA MOTOR INN RESIDENTIAL PROJECT, COSTA MESA



n:\3500\2153560 - costa mesa motor inn, costa mesa\dwg\3560f5-3.dwg LDP 09:58:17 08-31-2015 lam



### FIGURE 5-3

#### PM PEAK HOUR PROJECT TRAFFIC VOLUMES

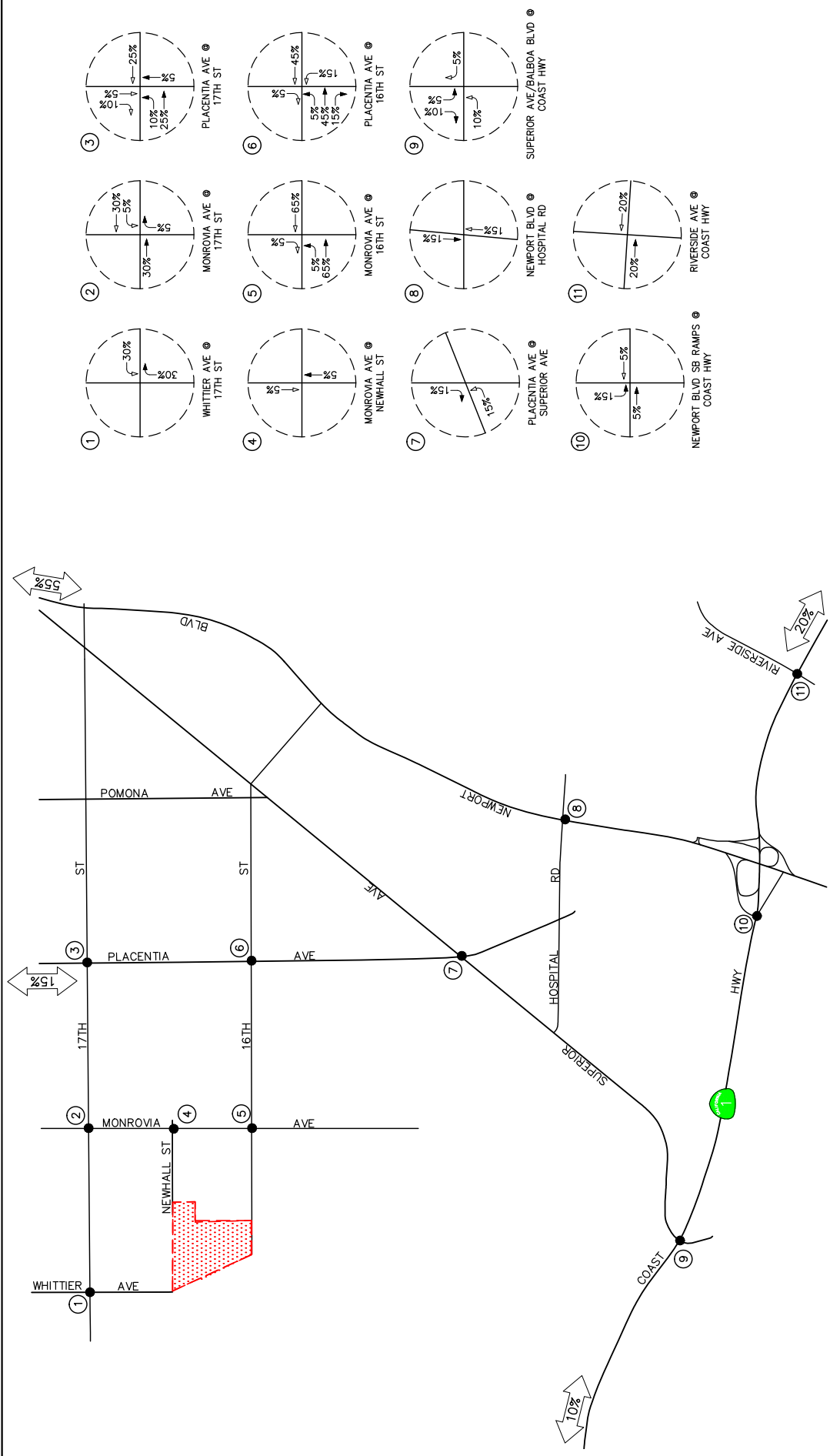
COSTA MESA MOTOR INN RESIDENTIAL PROJECT, COSTA MESA

**TABLE 5-1  
PROJECT TRAFFIC GENERATION FORECAST<sup>3</sup>**

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b>Generation Rates:</b>							
▪ ITE 210: Single-Family Detached Housing (TE/DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
▪ ITE 710: General Office Building (TE/TSF)	11.03	1.37	0.19	1.56	0.25	1.24	1.49
<b>Generation Forecasts:</b>							
<u>Proposed Project</u>							
▪ Detached Residential Units (49 DU)	466	9	28	37	31	18	49
▪ Detached Live/Work Units (40 DU)	381	8	22	30	25	15	40
▪ Office Portion of Live/Work Units (13,501 SF)	149	18	3	21	3	17	20
10% Mixed-Use Trip Reduction Applied to Office:	<u>-15</u>	<u>-2</u>	<u>-0</u>	<u>-2</u>	<u>-0</u>	<u>-2</u>	<u>-2</u>
<i>Sub-total</i>	981	33	53	86	59	48	107
<u>Existing Occupied Floor Area</u>							
▪ Existing Site	<u>-424</u>	<u>-20</u>	<u>-8</u>	<u>-28</u>	<u>-9</u>	<u>-37</u>	<u>-46</u>
<b>Total "Net Occupied" Project Trip Generation: Proposed Project Minus Existing Occupied Office Floor Area</b>	<b>557</b>	<b>13</b>	<b>45</b>	<b>58</b>	<b>50</b>	<b>11</b>	<b>61</b>

Notes:  
TE/DU = Trip end per dwelling unit  
TE/TSF = Trip end per 1,000 square feet

<sup>3</sup> Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2012)].



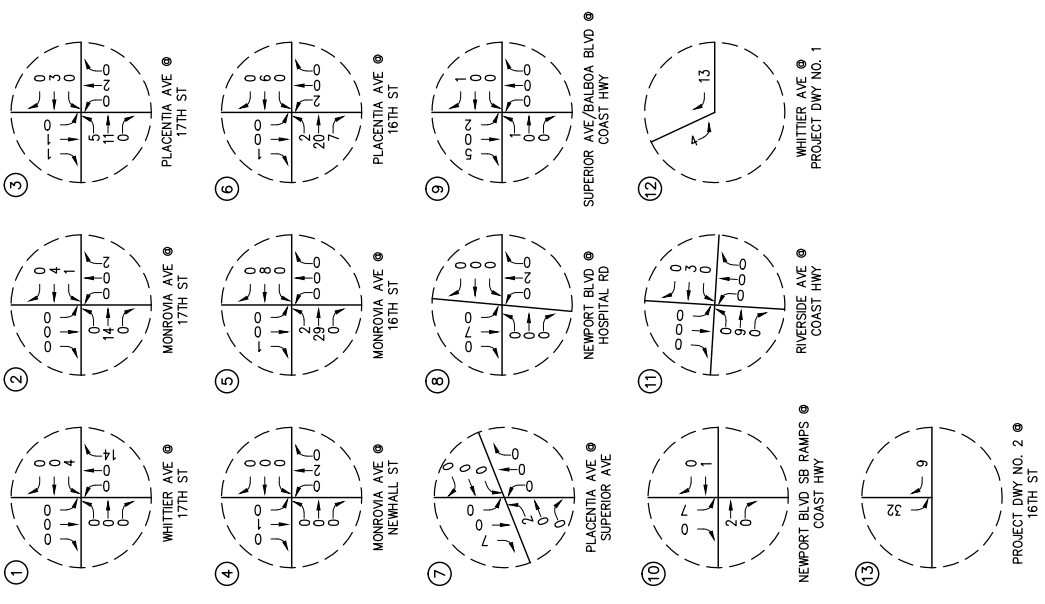
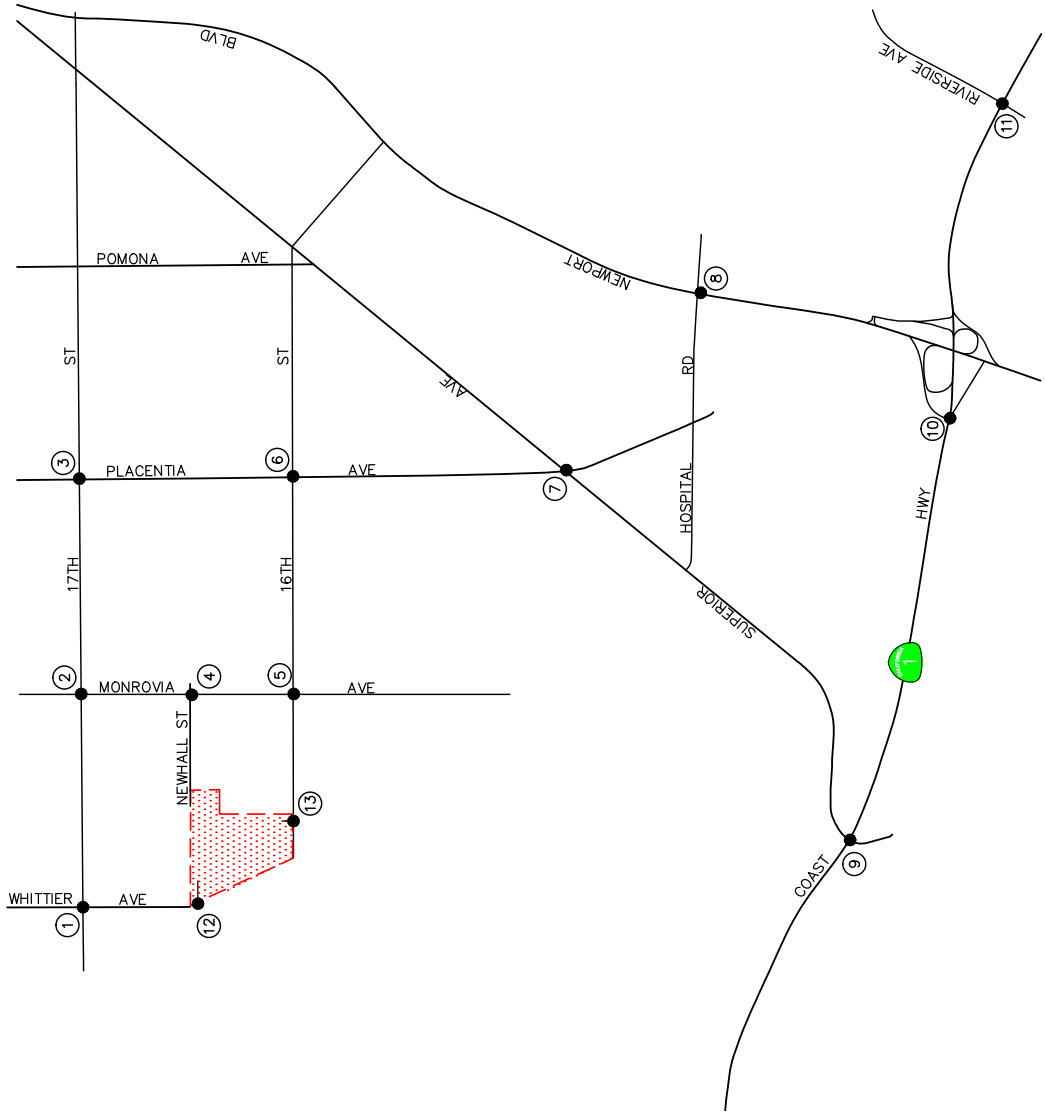
**FIGURE 5-1**  
PROJECT TRIP DISTRIBUTION PATTERN  
AMETEK RESIDENTIAL, COSTA MESA

**KEY**


- ↔ = INBOUND PERCENTAGE
- ↔ = OUTBOUND PERCENTAGE
- ⊕ = STUDY INTERSECTION
- Ⓜ = PROJECT SITE

NO SCALE

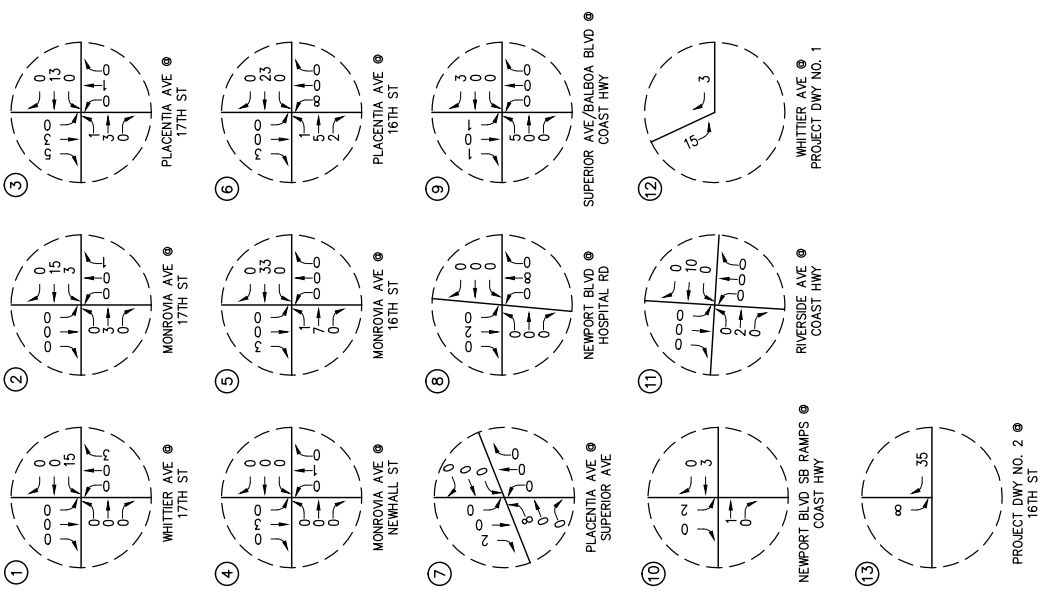
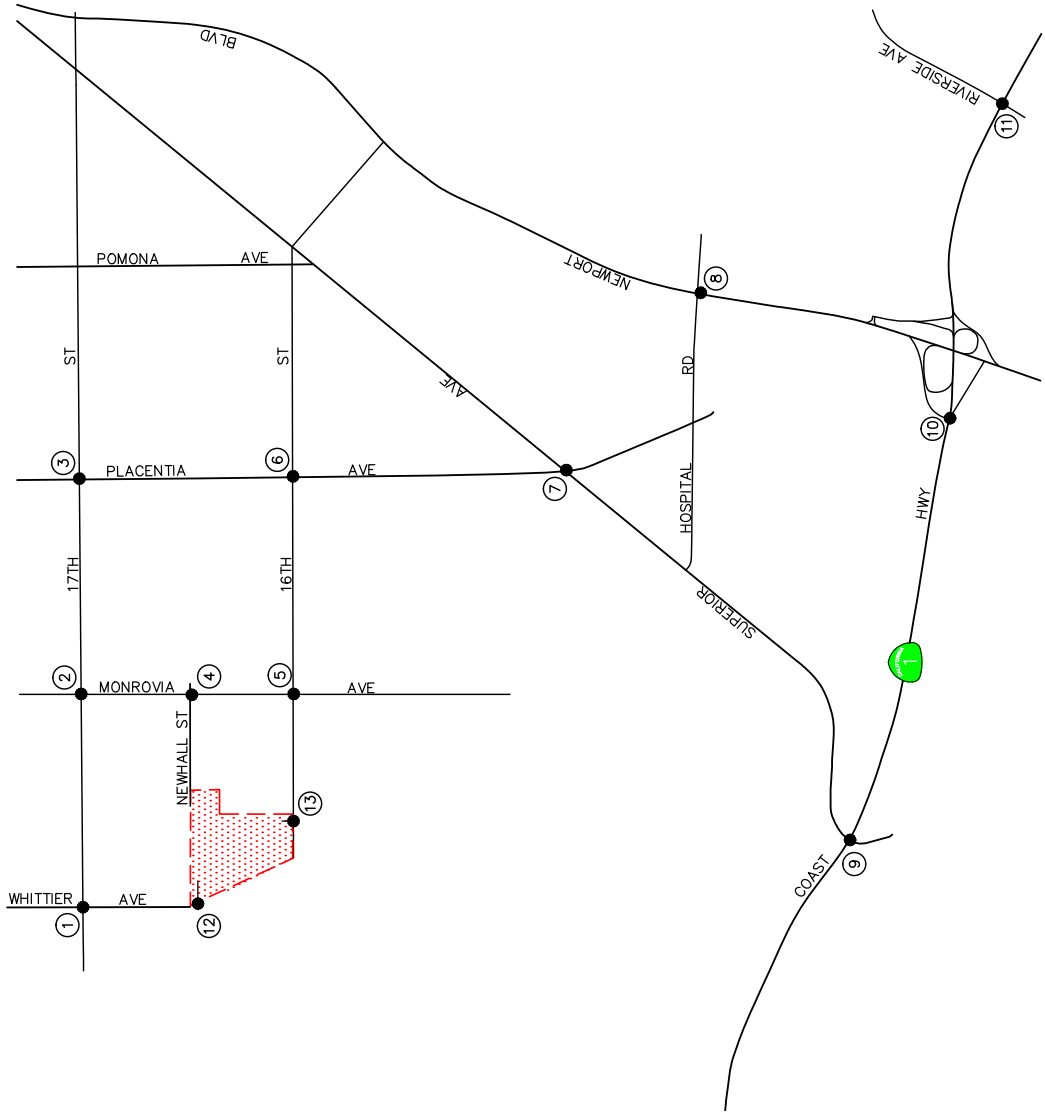
LDR: COSTA MESA  
 LDR: COSTA MESA  
 LDR: COSTA MESA



KEY  
 # = STUDY INTERSECTION  
 = PROJECT SITE

NO SCALE  
  
 LANE: CAR  
 LANE: CAR  
 LANE: CAR

**FIGURE 5-2**  
 AM PEAK HOUR PROJECT TRAFFIC VOLUMES  
 AMETEK RESIDENTIAL, COSTA MESA



KEY  
 # = STUDY INTERSECTION  
 = PROJECT SITE

NO SCALE  
  
 LANE: CAR  
 LANE: CAR  
 LANE: CAR

**FIGURE 5-3**  
 PM PEAK HOUR PROJECT TRAFFIC VOLUMES  
 AMETEK RESIDENTIAL, COSTA MESA

Table 6 summarizes the forecast trip generation of the proposed 49 live/work unit project alternative when utilizing the *ITE* trip generation rates shown in Table 5 and accounting for the displaced land uses on the project site.

**Table 6  
Forecast Trip Generation of Proposed Project (49 Live/Work Unit Alternative)**

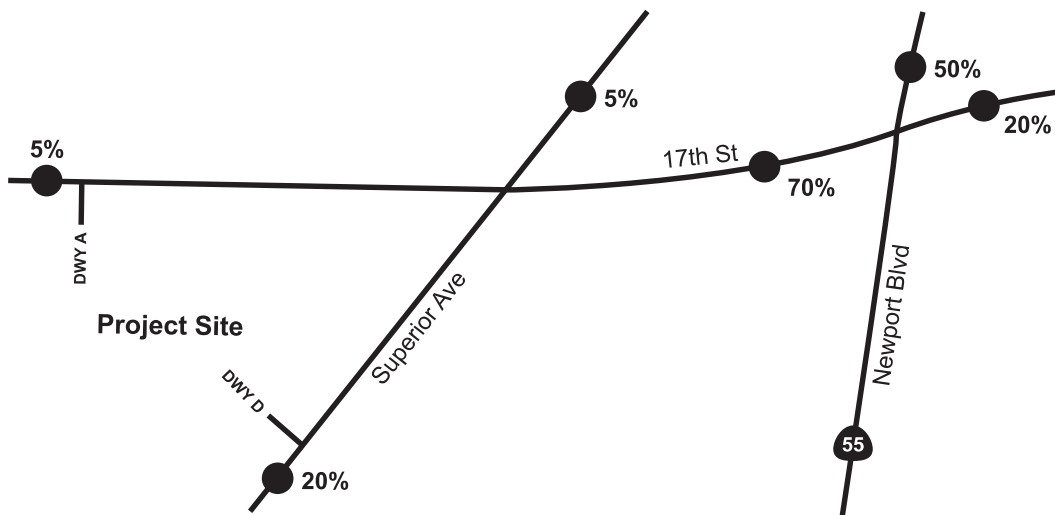
Project Component	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
<b>Proposed Project</b>							
49-du Condominium	3	18	21	17	8	25	285
6.456-tsf Office	9	1	10	2	8	10	71
6.456-tsf Specialty Retail	0	0	0	8	10	18	286
Trip Generation Subtotal	12	19	31	27	26	53	642
<i>10% Mixed Use Trip Reduction</i>	-1	-2	-3	-3	-3	-6	-64
<b>Total Trip Generation of Proposed Project</b>	<b>11</b>	<b>17</b>	<b>28</b>	<b>24</b>	<b>23</b>	<b>47</b>	<b>578</b>
<b>Displaced Land Use</b>							
Commercial/Warehouse Land Uses <sup>1</sup>	-7	-13	-20	-17	-13	-30	-549
<b>Total Forecast Net Trip Generation of Project</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>17</b>	<b>29</b>

**Source:** 2012 *ITE Trip Generation Manual, 9<sup>th</sup> Edition*.

**Notes:** du = dwelling units; tsf = thousand square feet.

<sup>1</sup> = Existing trip generation determined from measured traffic counts on August 6, 2013.

As shown in Table 6, when accounting for the displaced land uses, the proposed 49 live/work unit project alternative is forecast to generate a total of approximately 29 net new daily trips, which includes approximately 8 net new a.m. peak hour trips and approximately 17 net new p.m. peak hour trips.



Legend:

DWY Driveway

● XX% Trip Percent Distribution



Not to Scale

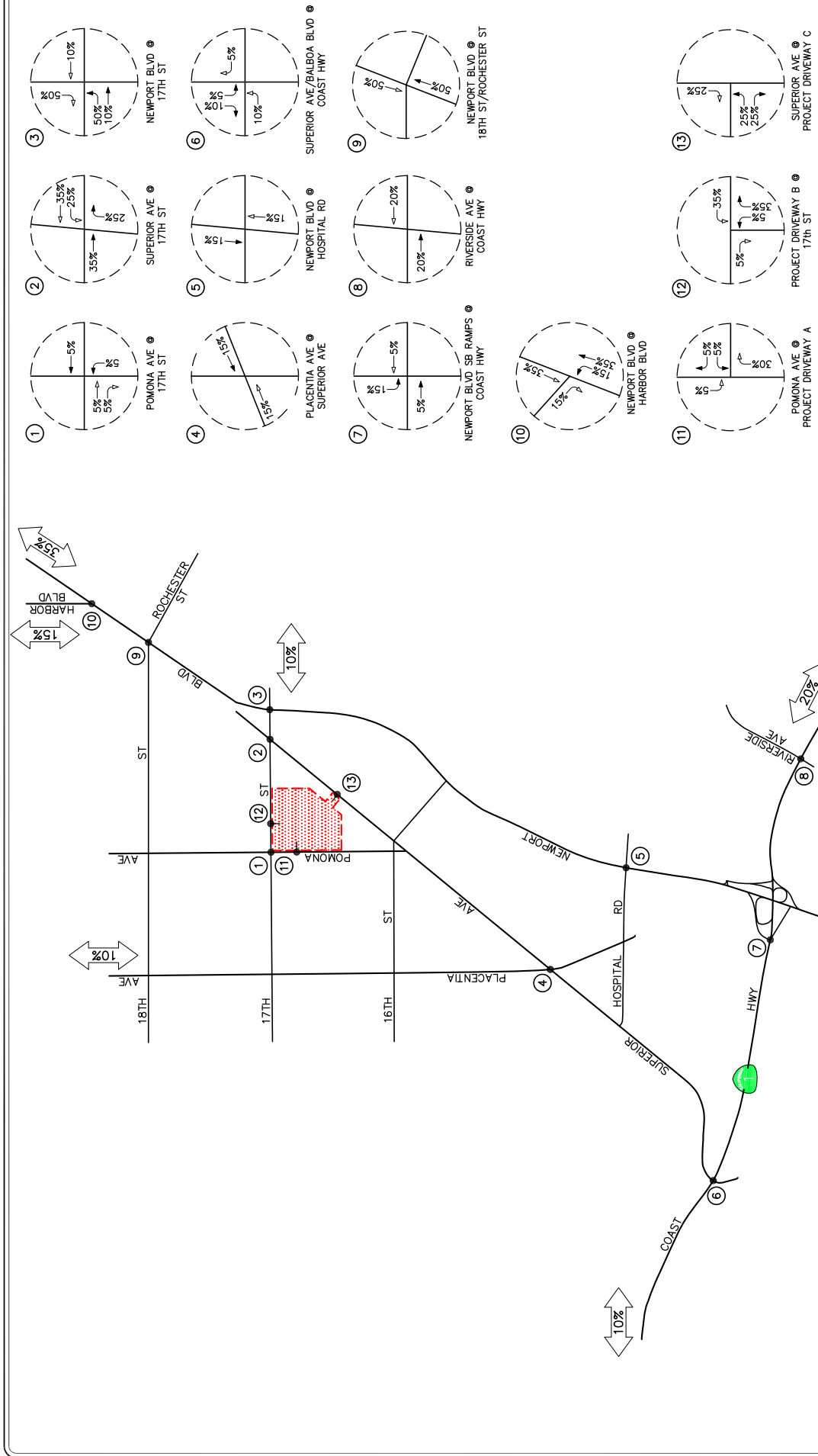


**TABLE 5-1  
PROJECT TRAFFIC GENERATION FORECAST<sup>3</sup>**

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b>Generation Rates:</b>							
▪ ITE 210: Single-Family Detached Housing (TE/DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
▪ ITE 230: Residential Condo/Townhouse (TE/DU)	5.81	0.07	0.37	0.44	0.35	0.17	0.52
▪ ITE 710: General Office Building (TE/TSF)	11.03	1.37	0.19	1.56	0.25	1.24	1.49
<b>Generation Forecasts:</b>							
<u>Proposed Project</u>							
▪ Detached Live/Work Units (42 DU)	400	8	24	32	26	16	42
▪ Attached Live/Work Units (89 DU)	517	7	32	39	31	15	46
▪ Attached Lofts (46 DU)	267	3	17	20	16	8	24
▪ Office Portion of Live/Work Units (36,067 SF)	398	49	7	56	9	45	54
10% Mixed-Use Trip Reduction Applied to Office:	<u>-40</u>	<u>-5</u>	<u>-1</u>	<u>-6</u>	<u>-1</u>	<u>-4</u>	<u>-5</u>
<i>Sub-total</i>	<i>1,542</i>	<i>62</i>	<i>79</i>	<i>141</i>	<i>81</i>	<i>80</i>	<i>161</i>
<u>Existing Occupied Floor Area</u>							
▪ Existing Site	<u>-598</u>	<u>-5</u>	<u>-3</u>	<u>-8</u>	<u>-16</u>	<u>-21</u>	<u>-37</u>
<b>Total "Net Occupied" Project Trip Generation: Proposed Project Minus Existing Occupied Office Floor Area</b>	<b>944</b>	<b>57</b>	<b>76</b>	<b>133</b>	<b>65</b>	<b>59</b>	<b>124</b>

Notes:  
TE/DU = Trip end per dwelling unit  
TE/TSF = Trip end per 1,000 square feet

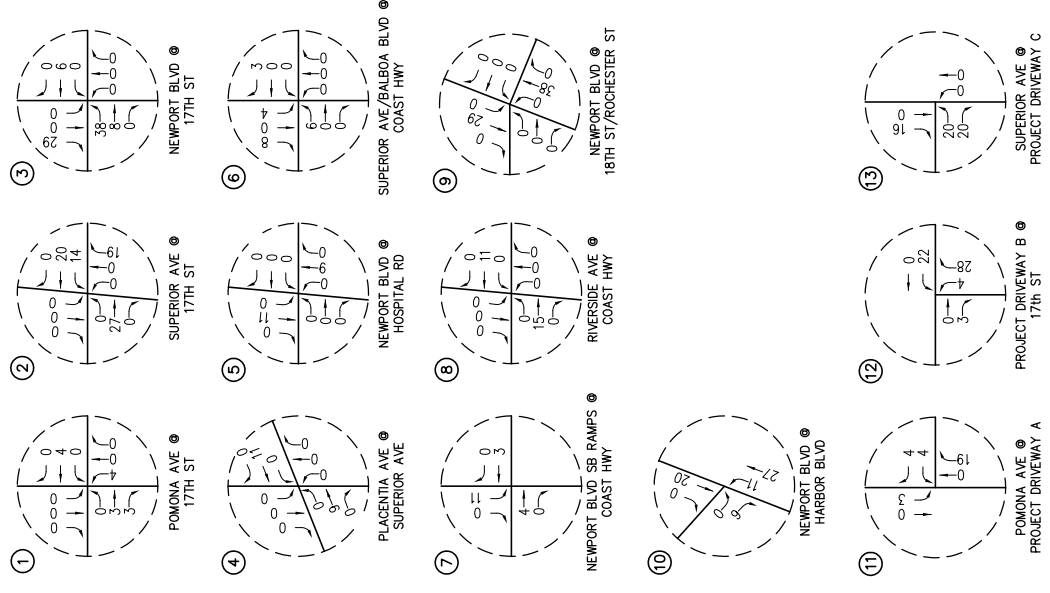
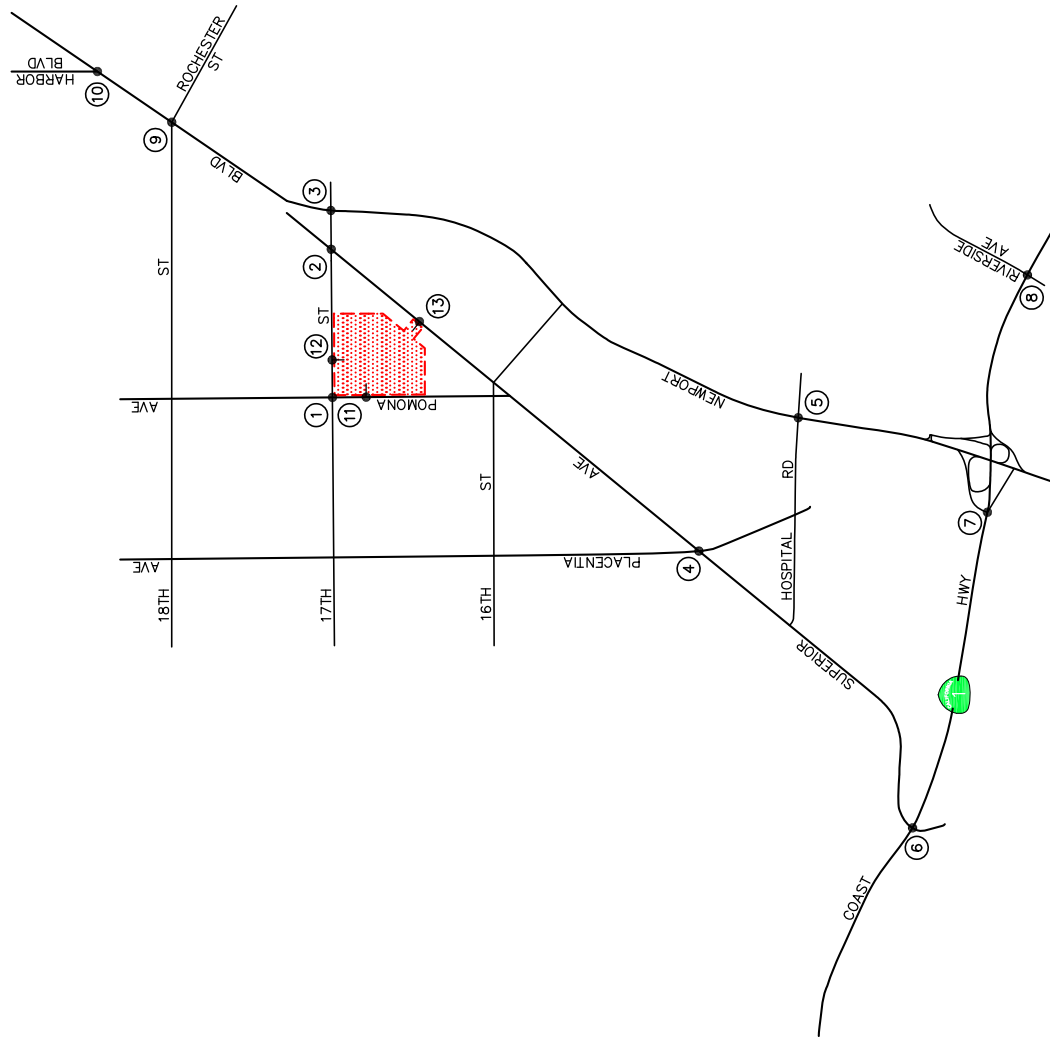
<sup>3</sup> Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2012)].



NO SCALE  
N

**KEY**  
 ← = INBOUND PERCENTAGE  
 → = OUTBOUND PERCENTAGE  
 = PROJECT SITE

**FIGURE 5-1**  
**PROJECT TRAFFIC DISTRIBUTION PATTERN**  
 ARGOTECH, COSTA MESA



LINSKOTT  
LAW &  
GREENSPAN  
ENGINEERS



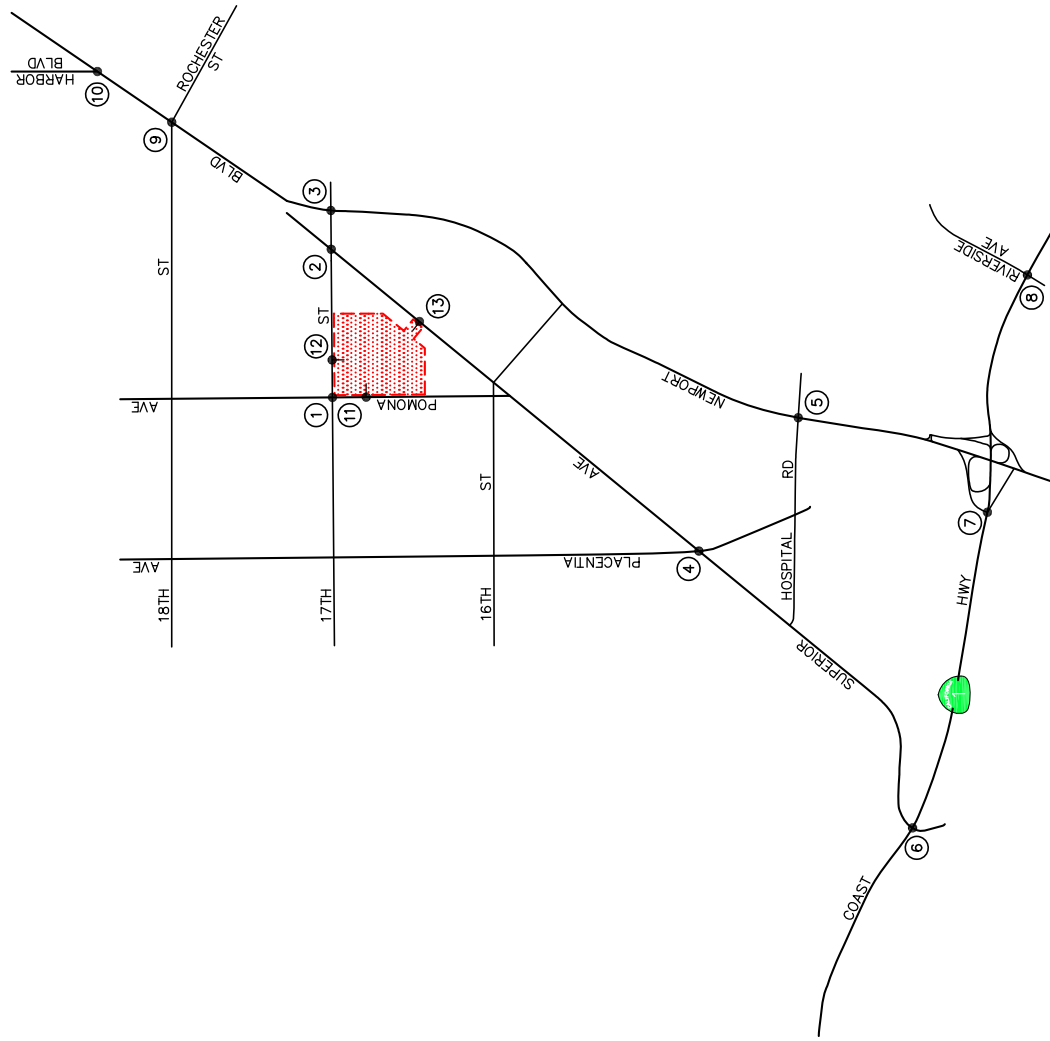
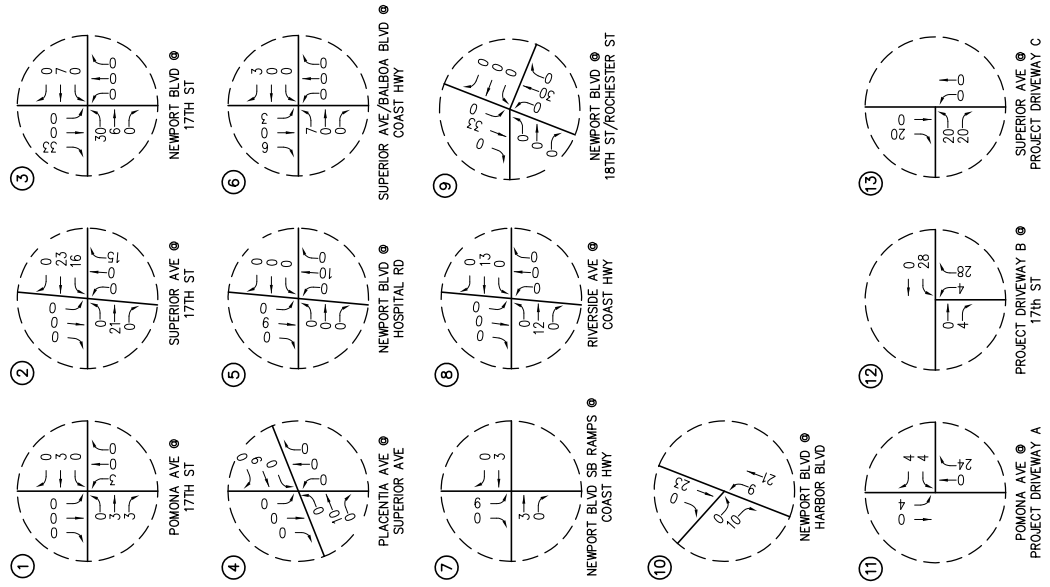
NO SCALE

KEY

# = STUDY INTERSECTION

[Red hatched box] = PROJECT SITE

**FIGURE 5-2**  
**AM PEAK HOUR PROJECT TRAFFIC VOLUMES**  
ARGOTECH, COSTA MESA



**FIGURE 5-3**  
**PM PEAK HOUR PROJECT TRAFFIC VOLUMES**  
 ARGOTECH, COSTA MESA

**KEY**  
 # = STUDY INTERSECTION  
 = PROJECT SITE

LINSKOTT  
 LAW &  
 GREENSPAN  
 ENGINEERS

NO SCALE

**APPENDIX F**

**Future Intersection Capacity Utilization and  
Level of Service Worksheets**

**Existing Plus Project**

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
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 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 0 455 0 240 0 2286 136 0 808 374
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 0 0 0 469 0 247 0 2355 140 0 832 385
Added Vol: 0 0 0 11 0 0 0 3 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 480 0 247 0 2358 140 0 833 385
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 480 0 247 0 2358 0 0 833 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 480 0 247 0 2358 0 0 833 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 480 0 247 0 2358 0 0 833 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 0.15 0.00 0.74 0.00 0.00 0.17 0.00
Crit Moves: \*\*\*\* \*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, OvlAdjV/S, Crit Moves.

\*\*\*\*\*



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 1 0 0 0 2 1 0

Volume Module:

Base Vol: 0 1 0 42 0 15 25 2298 0 0 1302 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 0 1 0 42 0 15 26 2367 0 0 1341 36
Added Vol: 0 0 0 0 0 0 0 14 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1 0 42 0 15 26 2381 0 0 1346 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 1 0 42 0 15 26 2381 0 0 1346 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1 0 42 0 15 26 2381 0 0 1346 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 1 0 42 0 15 26 2381 0 0 1346 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 1.00 0.00 0.74 0.00 0.26 1.00 2.00 0.00 0.00 2.92 0.08
Final Sat.: 0 1600 0 1179 0 421 1600 3200 0 0 4675 125

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.04 0.02 0.74 0.00 0.00 0.29 0.29
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
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: 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

Volume Module:

Base Vol: 41 948 16 156 808 22 118 165 37 17 101 237
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 41 948 16 156 808 22 118 165 37 17 101 237
Added Vol: 0 0 0 6 0 0 0 0 0 0 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 41 948 16 162 808 22 118 165 37 17 101 239
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 41 948 16 162 808 22 118 165 37 17 101 239
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 948 16 162 808 22 118 165 37 17 101 239
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 41 948 16 162 808 22 118 165 37 17 101 239

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 0.82 0.18 1.00 0.30 0.70
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 1307 293 1600 475 1125

Capacity Analysis Module:

Vol/Sat: 0.03 0.30 0.01 0.10 0.25 0.01 0.07 0.13 0.13 0.01 0.21 0.21
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Project  
 Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0 (Y+R=4.0 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:	231	574	38	171	416	139	317	570	176	46	387	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	574	38	171	416	139	317	570	176	46	387	40
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	574	38	171	416	139	317	573	176	46	388	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	574	38	171	416	139	317	573	176	46	388	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	574	38	171	416	139	317	573	176	46	388	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	574	38	171	416	139	317	573	176	46	388	40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.53	0.47	1.00	1.81	0.19
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2448	752	1600	2901	299

Capacity Analysis Module:

Vol/Sat:	0.07	0.18	0.02	0.05	0.13	0.09	0.10	0.23	0.23	0.03	0.13	0.13
Crit Moves:	****			****				****		****		

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 (Y+R=4.0 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 Ignore Include
Min. Green: 0 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: 360 386 0 0 454 101 56 0 632 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: 360 386 0 0 454 101 56 0 632 0 0 0
Added Vol: 1 2 0 0 6 0 0 0 3 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 361 388 0 0 460 101 56 0 635 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: 361 388 0 0 460 101 56 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 361 388 0 0 460 101 56 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: 361 388 0 0 460 101 56 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 0.12 0.00 0.00 0.29 0.06 0.02 0.00 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 (Y+R=4.0 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: 79 675 26 36 1022 33 28 15 157 40 8 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 79 675 26 36 1022 33 28 15 157 40 8 55
Added Vol: 0 3 0 0 8 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 79 678 26 36 1030 33 28 15 157 40 8 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: 79 678 26 36 1030 33 28 15 157 40 8 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 79 678 26 36 1030 33 28 15 157 40 8 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: 79 678 26 36 1030 33 28 15 157 40 8 55

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.65 0.35 1.00 1.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1042 558 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.21 0.02 0.02 0.32 0.02 0.02 0.03 0.10 0.03 0.01 0.03
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
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 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: 30 47 46 939 49 123 113 1931 18 30 1130 658
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 47 46 939 49 123 113 1931 18 30 1130 658
Added Vol: 0 0 0 0 0 8 3 11 0 0 33 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 47 46 939 49 131 116 1942 18 30 1163 658
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 30 47 46 939 49 131 116 1942 18 30 1163 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 47 46 939 49 131 116 1942 18 30 1163 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 30 47 46 939 49 131 116 1942 18 30 1163 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.01 0.99 3.00 1.00 1.00 2.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 1600 1617 1583 4800 1600 1600 3200 4756 44 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.03 0.03 0.20 0.03 0.08 0.04 0.41 0.41 0.02 0.24 0.00
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP  
Existing (Year 2016) + 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 Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.694
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:	391	12	43	30	5	42	26	2517	388	72	1426	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	12	43	30	5	42	26	2517	388	72	1426	11
Added Vol:	0	0	0	0	0	0	0	11	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	12	43	30	5	42	26	2528	388	72	1459	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	12	43	30	5	42	26	2528	388	72	1459	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	12	43	30	5	42	26	2528	388	72	1459	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	12	43	30	5	42	26	2528	388	72	1459	11

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.63	0.08	0.29	1.00	0.11	0.89	1.00	3.00	1.00	1.00	3.97	0.03
Final Sat.:	4208	129	463	1600	170	1430	1600	4800	1600	1600	6352	48

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.02	0.03	0.03	0.02	0.53	0.24	0.05	0.23	0.23
Crit Moves:	****					****		****		****		

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 (Y+R=4.0 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: 24 334 98 155 264 614 981 1593 9 71 836 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 24 334 98 155 264 614 981 1593 9 71 836 93
Added Vol: 0 0 0 0 0 19 6 5 0 0 14 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 334 98 155 264 633 987 1598 9 71 850 93
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: 24 334 98 155 264 0 987 1598 9 71 850 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 334 98 155 264 0 987 1598 9 71 850 93
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: 24 334 98 155 264 0 987 1598 9 71 850 93

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.55 0.45 1.00 2.00 1.00 3.00 3.98 0.02 2.00 4.00 1.00
Final Sat.: 1600 2474 726 1600 3200 1600 4800 6364 36 3200 6400 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.14 0.13 0.10 0.08 0.00 0.21 0.25 0.25 0.02 0.13 0.06
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



AUTONATION PORSCHE DEALERSHIP  
Existing (Year 2016) + Project  
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.330
Loss Time (sec):	0 (Y+R=4.0 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	Permitted
Rights:	Ignore	Ignore	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	2 0 3 0 0	0 0 3 0 1

Volume Module:

Base Vol:	0 0 0	25 0 101	386 1470 0	0 0 953 168
Growth Adj:	1.00 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	25 0 101	386 1470 0	0 0 953 168
Added Vol:	0 0 0	0 0 0	0 5 0	0 14 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	25 0 101	386 1475 0	0 0 967 168
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Volume:	0 0 0	25 0 0	386 1475 0	0 0 967 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	25 0 0	386 1475 0	0 0 967 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
FinalVolume:	0 0 0	25 0 0	386 1475 0	0 0 967 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	0.12 0.31 0.00	0.00 0.00 0.20 0.00
Crit Moves:		****	****	****

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 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 0 588 0 323 484 896 0 0 880 851
Growth Adj: 1.00 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 0 588 0 323 484 896 0 0 880 851
Added Vol: 0 0 0 0 0 6 2 3 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 588 0 329 486 899 0 0 888 851
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 0 588 0 0 486 899 0 0 888 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 588 0 0 486 899 0 0 888 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 0 588 0 0 486 899 0 0 888 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.00 0.15 0.19 0.00 0.00 0.19 0.00
Crit Moves: \*\*\*\* \*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
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 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 0 548 0 404 0 1208 89 0 1919 598
Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 0 0 0 564 0 416 0 1244 92 0 1977 616
Added Vol: 0 0 0 5 0 0 0 1 0 0 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 569 0 416 0 1245 92 0 1979 616
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 0 569 0 416 0 1245 0 0 1979 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 569 0 416 0 1245 0 0 1979 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 0 569 0 416 0 1245 0 0 1979 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.26 0.00 0.39 0.00 0.00 0.41 0.00
Crit Moves: \*\*\*\* \*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
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: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1! 0 0 0 1 0 0 1 0 1 0 3 0 1

Volume Module:

Base Vol: 9 12 12 73 4 441 247 1552 13 37 2412 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 9 12 12 73 4 441 254 1599 13 38 2484 57
Added Vol: 0 0 0 0 0 0 0 6 0 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 12 12 73 4 441 254 1605 13 38 2494 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: 9 12 12 73 4 441 254 1605 13 38 2494 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 12 12 73 4 441 254 1605 13 38 2494 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: 9 12 12 73 4 441 254 1605 13 38 2494 57
OvlAdjVol: 187

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.27 0.37 0.36 0.95 0.05 1.00 1.00 1.98 0.02 1.00 3.00 1.00
Final Sat.: 436 582 582 1517 83 1600 1600 3174 26 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.02 0.02 0.05 0.05 0.28 0.16 0.51 0.51 0.02 0.52 0.04
OvlAdjV/S: 0.12
Crit Moves: \*\*\*\* \* \* \* \*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 1 0 1 1 0 0 0 2 1 0

Volume Module:

Base Vol: 2 1 0 37 2 25 63 1575 5 0 2466 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.03 1.03 1.03 1.03 1.03 1.03
Initial Bse: 2 1 0 37 2 25 65 1622 5 0 2540 41
Added Vol: 0 0 0 0 0 0 0 6 0 0 10 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 1 0 37 2 25 65 1628 5 0 2550 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 2 1 0 37 2 25 65 1628 5 0 2550 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 1 0 37 2 25 65 1628 5 0 2550 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 2 1 0 37 2 25 65 1628 5 0 2550 41

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 0.33 0.00 0.58 0.03 0.39 1.00 1.99 0.01 0.00 2.95 0.05
Final Sat.: 1067 533 0 925 50 625 1600 3190 10 0 4724 76

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.02 0.04 0.04 0.04 0.51 0.51 0.00 0.54 0.54
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
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: 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

-----|-----|-----|-----|

Volume Module:

Base Vol: 75 626 22 141 1237 87 40 89 39 35 189 252
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 75 626 22 141 1237 87 40 89 39 35 189 252
Added Vol: 0 0 0 3 0 0 0 0 0 0 0 4
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 626 22 144 1237 87 40 89 39 35 189 256
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 75 626 22 144 1237 87 40 89 39 35 189 256
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 626 22 144 1237 87 40 89 39 35 189 256
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 75 626 22 144 1237 87 40 89 39 35 189 256

-----|-----|-----|-----|

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 2.00 1.00 1.00 2.00 1.00 1.00 0.70 0.30 1.00 0.42 0.58
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 1113 488 1600 680 920

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.05 0.20 0.01 0.09 0.39 0.05 0.03 0.08 0.08 0.02 0.28 0.28
Crit Moves: \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
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: 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: 265 408 46 142 610 361 270 576 172 96 672 81
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 265 408 46 142 610 361 270 576 172 96 672 81
Added Vol: 0 0 0 0 0 0 0 0 1 0 0 2 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 265 408 46 142 610 361 270 577 172 96 674 81
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 265 408 46 142 610 361 270 577 172 96 674 81
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 265 408 46 142 610 361 270 577 172 96 674 81
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 265 408 46 142 610 361 270 577 172 96 674 81

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 1.54 0.46 1.00 1.79 0.21
Final Sat.: 3200 3200 1600 3200 3200 1600 3200 2465 735 1600 2857 343

Capacity Analysis Module:

Vol/Sat: 0.08 0.13 0.03 0.04 0.19 0.23 0.08 0.23 0.23 0.06 0.24 0.24
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP  
Existing (Year 2016) + Project  
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.512
Loss Time (sec):	0 (Y+R=4.0 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:	180 1118 43	73 772 18	19 31 158	27 18 46
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	180 1118 43	73 772 18	19 31 158	27 18 46
Added Vol:	0 6 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:	180 1124 43	73 776 18	19 31 158	27 18 46
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	180 1124 43	73 776 18	19 31 158	27 18 46
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	180 1124 43	73 776 18	19 31 158	27 18 46
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	180 1124 43	73 776 18	19 31 158	27 18 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:	1.00 2.00 1.00	1.00 2.00 1.00	0.38 0.62 1.00	1.00 1.00 1.00
Final Sat.:	1600 3200 1600	1600 3200 1600	608 992 1600	1600 1600 1600

Capacity Analysis Module:

Vol/Sat:	0.11 0.35 0.03	0.05 0.24 0.01	0.01 0.03 0.10	0.02 0.01 0.03
Crit Moves:	****	****	****	****

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP  
Existing (Year 2016) + Project  
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631  
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	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:	19 46 22	774 61 104	103 1309 32	35 1975 1213
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	19 46 22	774 61 104	103 1309 32	35 1975 1213
Added Vol:	0 0 0	0 0 4	6 23 0	0 15 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	19 46 22	774 61 108	109 1332 32	35 1990 1213
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	19 46 22	774 61 108	109 1332 32	35 1990 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	19 46 22	774 61 108	109 1332 32	35 1990 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
FinalVolume:	19 46 22	774 61 108	109 1332 32	35 1990 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 1.35 0.65	3.00 1.00 1.00	2.00 2.93 0.07	1.00 3.00 1.00
Final Sat.:	1600 2165 1035	4800 1600 1600	3200 4687 113	1600 4800 1600

Capacity Analysis Module:

Vol/Sat:	0.01 0.02 0.02	0.16 0.04 0.07	0.03 0.28 0.28	0.02 0.41 0.00
Crit Moves:	****	****	****	****

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + 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 Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
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 1 0

Volume Module:

Base Vol: 459 15 44 27 21 46 46 1677 373 55 2761 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 459 15 44 27 21 46 46 1677 373 55 2761 37
Added Vol: 0 0 0 0 0 0 0 0 23 0 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 459 15 44 27 21 46 46 1700 373 55 2776 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 459 15 44 27 21 46 46 1700 373 55 2776 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 459 15 44 27 21 46 46 1700 373 55 2776 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 459 15 44 27 21 46 46 1700 373 55 2776 37

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.66 0.09 0.25 1.00 0.31 0.69 1.00 3.00 1.00 1.00 3.95 0.05
Final Sat.: 4253 139 408 1600 501 1099 1600 4800 1600 1600 6316 84

Capacity Analysis Module:

Vol/Sat: 0.11 0.11 0.11 0.02 0.04 0.04 0.03 0.35 0.23 0.03 0.44 0.44
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Project  
 Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584  
 Loss Time (sec): 0 (Y+R=4.0 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:	27	251	70	131	445	1052	602	1024	8	120	1747	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	251	70	131	445	1052	602	1024	8	120	1747	181
Added Vol:	0	0	0	0	0	9	14	10	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	251	70	131	445	1061	616	1034	8	120	1753	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	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:	27	251	70	131	445	0	616	1034	8	120	1753	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	251	70	131	445	0	616	1034	8	120	1753	181
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:	27	251	70	131	445	0	616	1034	8	120	1753	181

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	3.97	0.03	2.00	4.00	1.00
Final Sat.:	1600	2502	698	1600	3200	1600	4800	6351	49	3200	6400	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.10	0.08	0.14	0.00	0.13	0.16	0.16	0.04	0.27	0.11
Crit Moves:	****			****			****			****		

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 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 0 729 0 322 402 1085 0 0 985 558
Growth Adj: 1.00 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 0 729 0 322 402 1085 0 0 985 558
Added Vol: 0 0 0 0 0 3 4 6 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 729 0 325 406 1091 0 0 989 558
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 0 729 0 0 406 1091 0 0 989 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 729 0 0 406 1091 0 0 989 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 0 729 0 0 406 1091 0 0 989 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 0.23 0.00 0.00 0.13 0.23 0.00 0.00 0.21 0.00
Crit Moves: \*\*\*\* \*

\*\*\*\*\*



**TPO Year 2019 Without Project**

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.947
Loss Time (sec):	0 (Y+R=4.0 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:	Split Phase	Split Phase	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	469 0 247	0 2355 140	0 832 385
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	483 0 254	0 2426 144	0 857 397
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	21 0 35	0 25 10	0 53 14
Initial Fut:	0 0 0	504 0 289	0 2451 154	0 910 411
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	504 0 289	0 2451 0	0 910 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	504 0 289	0 2451 0	0 910 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	504 0 289	0 2451 0	0 910 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	0.16 0.00 0.18	0.00 0.77 0.00	0.00 0.19 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.850  
 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:	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:	2 2 3	65 0 342	291 2330 11	13 1270 60
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	2 2 3	65 0 342	300 2400 11	13 1308 62
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	1 0 1	0 137 0	0 110 0
Initial Fut:	2 2 3	66 0 343	300 2537 11	13 1418 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:	2 2 3	66 0 343	300 2537 11	13 1418 62
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	2 2 3	66 0 343	300 2537 11	13 1418 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:	2 2 3	66 0 343	300 2537 11	13 1418 62
OvlAdjVol:		43		

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.28 0.29 0.43	1.00 0.00 1.00	1.00 1.99 0.01	1.00 3.00 1.00
Final Sat.:	457 457 686	1600 0 1600	1600 3186 14	1600 4800 1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.04 0.00 0.21	0.19 0.80 0.80	0.01 0.30 0.04
OvlAdjV/S:		0.03		
Crit Moves:	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.841
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

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

-----|-----|-----|-----|-----|

Control:	Permitted			Permitted			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	1	0	0	0	2	1	0

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Volume Module:

Base Vol:	0	1	0	42	0	15	26	2367	0	0	1341	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1	0	42	0	15	27	2438	0	0	1381	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	138	0	0	110	0
Initial Fut:	0	1	0	42	0	15	27	2576	0	0	1491	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	0	42	0	15	27	2576	0	0	1491	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	42	0	15	27	2576	0	0	1491	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	42	0	15	27	2576	0	0	1491	37

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.74	0.00	0.26	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	1600	0	1179	0	421	1600	3200	0	0	4684	116

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.04	0.02	0.81	0.00	0.00	0.32	0.32
Crit Moves:	****					****		****		****		

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AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + 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 #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.701
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:	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 0 1 0

Volume Module:

Base Vol:	41	948	16	156	808	22	118	165	37	17	101	237
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	976	16	161	832	23	118	165	37	17	101	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	11	0	6	29	0	0	0	2	0	0	5
Initial Fut:	44	987	16	167	861	23	118	165	39	17	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:	44	987	16	167	861	23	118	165	39	17	101	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	987	16	167	861	23	118	165	39	17	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:	44	987	16	167	861	23	118	165	39	17	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	0.81	0.19	1.00	0.29	0.71
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1294	306	1600	471	1129

Capacity Analysis Module:

Vol/Sat:	0.03	0.31	0.01	0.10	0.27	0.01	0.07	0.13	0.13	0.01	0.21	0.21
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	0 (Y+R=4.0 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:	231 574 38	171 416 139	317 570 176	46 387 40
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	238 591 39	176 428 143	317 570 176	46 387 40
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	9 7 0	10 21 1	0 32 17	0 17 5
Initial Fut:	247 598 39	186 449 144	317 602 193	46 404 45
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	247 598 39	186 449 144	317 602 193	46 404 45
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	247 598 39	186 449 144	317 602 193	46 404 45
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	247 598 39	186 449 144	317 602 193	46 404 45

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	2.00 2.00 1.00	2.00 2.00 1.00	2.00 1.51 0.49	1.00 1.80 0.20
Final Sat.:	3200 3200 1600	3200 3200 1600	3200 2423 777	1600 2879 321

Capacity Analysis Module:

Vol/Sat:	0.08 0.19 0.02	0.06 0.14 0.09	0.10 0.25 0.25	0.03 0.14 0.14
Crit Moves:	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	0 (Y+R=4.0 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	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:	360	386	0	0	454	101	56	0	632	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:	360	386	0	0	454	101	56	0	632	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	6	0	0	9	2	2	0	23	0	0	0
Initial Fut:	390	392	0	0	463	103	58	0	655	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:	390	392	0	0	463	103	58	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	392	0	0	463	103	58	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:	390	392	0	0	463	103	58	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	0.12	0.00	0.00	0.29	0.06	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.525
Loss Time (sec):	0 (Y+R=4.0 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

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	0 1 0 0 1	1 0 1 0 1

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Volume Module:

Base Vol:	79 675 26	36 1022 33	28 15 157	40 8 55
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	79 675 26	36 1022 33	28 15 157	40 8 55
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	26 31 0	0 32 0	6 0 11	0 0 0
Initial Fut:	105 706 26	36 1054 33	34 15 168	40 8 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:	105 706 26	36 1054 33	34 15 168	40 8 55
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	105 706 26	36 1054 33	34 15 168	40 8 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:	105 706 26	36 1054 33	34 15 168	40 8 55

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 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	0.69 0.31 1.00	1.00 1.00 1.00
Final Sat.:	1600 3200 1600	1600 3200 1600	1110 490 1600	1600 1600 1600

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Capacity Analysis Module:

Vol/Sat:	0.07 0.22 0.02	0.02 0.33 0.02	0.02 0.03 0.11	0.03 0.01 0.03
Crit Moves:	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.693  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                Level Of Service:                B

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

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Control:	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

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Volume Module:

Base Vol:	30	47	46	939	49	123	113	1931	18	30	1130	658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	47	46	939	49	123	116	1989	19	31	1164	678
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	43	0	19	27	107	0	0	88	45
Initial Fut:	30	47	46	982	49	142	143	2096	19	31	1252	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	47	46	982	49	142	143	2096	19	31	1252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	47	46	982	49	142	143	2096	19	31	1252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	47	46	982	49	142	143	2096	19	31	1252	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1617	1583	4800	1600	1600	3200	4758	42	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.20	0.03	0.09	0.04	0.44	0.44	0.02	0.26	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.753  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                C

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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:	391	12	43	30	5	42	26	2517	388	72	1426	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	391	12	43	30	5	42	27	2593	400	74	1469	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	6	0	62	3	41	74	64	0	2	80	15
Initial Fut:	392	18	43	92	8	83	101	2657	400	76	1549	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	18	43	92	8	83	101	2657	400	76	1549	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	18	43	92	8	83	101	2657	400	76	1549	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	18	43	92	8	83	101	2657	400	76	1549	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.60	0.12	0.28	1.00	0.09	0.91	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4154	191	456	1600	141	1459	1600	4800	1600	1600	6293	107

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.06	0.55	0.25	0.05	0.25	0.25
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.624  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                B

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Approach:	North Bound			South Bound			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	0	0	0						
Lanes:	1	0	1	1	0	0	1	0	2	0	1	3	0	3	1	0	2	0	4	0	1

Volume Module:

Base Vol:	24	334	98	155	264	614	981	1593	9	71	836	93
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	344	101	160	272	632	1010	1641	9	73	861	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	25	344	103	168	274	727	1117	1682	9	75	942	98
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:	25	344	103	168	274	0	1117	1682	9	75	942	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	344	103	168	274	0	1117	1682	9	75	942	98
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:	25	344	103	168	274	0	1117	1682	9	75	942	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:	1.00	1.54	0.46	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1600	2463	737	1600	3200	1600	4800	6365	35	3200	6400	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.14	0.10	0.09	0.00	0.23	0.26	0.26	0.02	0.15	0.06
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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

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

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Volume Module:

Base Vol:	0 0 0	25 0 101	386 1470 0	0 0 953 168
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	25 0 101	398 1514 0	0 0 982 173
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	5 0 18	6 35 0	0 0 20 2
Initial Fut:	0 0 0	30 0 119	404 1549 0	0 0 1002 175
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Volume:	0 0 0	30 0 0	404 1549 0	0 0 1002 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 0 0	30 0 0	404 1549 0	0 0 1002 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
FinalVolume:	0 0 0	30 0 0	404 1549 0	0 0 1002 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 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

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.01 0.00 0.00	0.13 0.32 0.00	0.00 0.00 0.21 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.457  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                A

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

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Control:	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	2  0  1  0  1	1  0  3  0  1	1  0  3  0  1

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Volume Module:

Base Vol:	66	84	120	66	62	72	176	1118	59	107	987	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	66	84	120	66	62	72	181	1152	61	110	1017	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	3	23	18	0	0	19	16
Initial Fut:	66	84	120	68	62	75	204	1170	61	110	1036	218
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	84	120	68	62	0	204	1170	61	110	1036	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	84	120	68	62	0	204	1170	61	110	1036	218
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:	66	84	120	68	62	0	204	1170	61	110	1036	218

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Saturation Flow Module:

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

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Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.08	0.02	0.04	0.00	0.13	0.24	0.04	0.07	0.22	0.14
Crit Moves:			****		****		****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0 (Y+R=4.0 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

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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

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Volume Module:

Base Vol:	0 0 0	588 0 323	484 896 0	0 880 851
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	606 0 333	499 923 0	0 906 877
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	10 0 4	4 17 0	0 30 2
Initial Fut:	0 0 0	616 0 337	503 940 0	0 936 879
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	616 0 0	503 940 0	0 936 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	616 0 0	503 940 0	0 936 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	616 0 0	503 940 0	0 936 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 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

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.19 0.00 0.00	0.16 0.20 0.00	0.00 0.20 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.715  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                Level Of Service:                C

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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	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

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Volume Module:

Base Vol:	0	0	0	564	0	416	0	1244	92	0	1977	616
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	581	0	428	0	1281	95	0	2036	634
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	31	0	19	0	93	14	0	52	15
Initial Fut:	0	0	0	612	0	447	0	1374	109	0	2088	649
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	612	0	447	0	1374	0	0	2088	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	612	0	447	0	1374	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	612	0	447	0	1374	0	0	2088	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.28	0.00	0.43	0.00	0.00	0.44	0.00
Crit Moves:						****	****				****	

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AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + 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 #2 Riverside Ave (NS) at West Coast Hwy (EW)

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.849
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

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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:	9	12	12	73	4	441	254	1599	13	38	2484	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	12	12	73	4	441	262	1647	13	39	2559	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	1	0	0	1	157	0	0	165	1
Initial Fut:	9	12	12	74	4	441	263	1804	13	39	2724	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	12	12	74	4	441	263	1804	13	39	2724	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	12	12	74	4	441	263	1804	13	39	2724	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	12	12	74	4	441	263	1804	13	39	2724	60
OvlAdjVol:	178											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.37	0.36	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	436	582	582	1518	82	1600	1600	3176	24	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.28	0.16	0.57	0.57	0.02	0.57	0.04
OvlAdjV/S:	0.11											
Crit Moves:	****			****			****			****		

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AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + 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 #3 Tustin Ave (NS) at West Coast Hwy (EW)

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.672  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                   Level Of Service:                B

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

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Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	0  1  0  0  0	0  0  1! 0  0	1  0  1  1  0	0  0  2  1  0

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Volume Module:

Base Vol:	2   1   0	37  2   25	65 1622	5	0 2540	41
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03	1.03 1.03	1.03
Initial Bse:	2   1   0	37  2   25	67 1671	5	0 2616	42
Added Vol:	0   0   0	0   0   0	0   0   0	0	0   0   0	0
PasserByVol:	0   0   0	0   0   0	0  158	0	0  166	0
Initial Fut:	2   1   0	37  2   25	67 1829	5	0 2782	42
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	2   1   0	37  2   25	67 1829	5	0 2782	42
Reduct Vol:	0   0   0	0   0   0	0   0   0	0	0   0   0	0
Reduced Vol:	2   1   0	37  2   25	67 1829	5	0 2782	42
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	2   1   0	37  2   25	67 1829	5	0 2782	42

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	0.67 0.33 0.00	0.58 0.03 0.39	1.00 1.99 0.01	0.00	2.96 0.04	0.04
Final Sat.:	1067 533   0	925  50  625	1600 3191	9	0 4728	72

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.02 0.04 0.04	0.04 0.57 0.57	0.00	0.59 0.59
Crit Moves:	****	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.761  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                       Level Of Service:               C

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

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	1  0  2  0  1	1  0  2  0  1	1  0  0  1  0	1  0  0  1  0

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Volume Module:

Base Vol:	75	626	22	141	1237	87	40	89	39	35	189	252
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	645	23	145	1274	90	40	89	39	35	189	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	36	0	9	22	0	0	0	2	0	0	9
Initial Fut:	79	681	23	154	1296	90	40	89	41	35	189	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	681	23	154	1296	90	40	89	41	35	189	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	681	23	154	1296	90	40	89	41	35	189	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	681	23	154	1296	90	40	89	41	35	189	261

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.68	0.32	1.00	0.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1095	505	1600	672	928

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Capacity Analysis Module:

Vol/Sat:	0.05	0.21	0.01	0.10	0.41	0.06	0.03	0.08	0.08	0.02	0.28	0.28
Crit Moves:	****				****		****				****	

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AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + 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 #5 Irvine Ave (NS) at 17th St/Westcliff Dr (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

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Approach:	North Bound	South Bound	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:	265	408	46	142	610	361	270	576	172	96	672	81
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	420	47	146	628	372	270	576	172	96	672	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	22	26	0	10	14	1	1	33	14	0	43	13
Initial Fut:	295	446	47	156	642	373	271	609	186	96	715	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	446	47	156	642	373	271	609	186	96	715	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	446	47	156	642	373	271	609	186	96	715	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	446	47	156	642	373	271	609	186	96	715	94

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.53	0.47	1.00	1.77	0.23
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2451	749	1600	2828	372

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.03	0.05	0.20	0.23	0.08	0.25	0.25	0.06	0.25	0.25
Crit Moves:	****					****	****				****	

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AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + 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 #6 Dover Dr (NS) at Westcliff Dr (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	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

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Volume Module:

Base Vol:	645 532 0	0 379 93	124 0 455	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	645 532 0	0 379 93	124 0 455	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	34 15 0	0 15 2	2 0 51	0 0 0
Initial Fut:	679 547 0	0 394 95	126 0 506	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:	679 547 0	0 394 95	126 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	679 547 0	0 394 95	126 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:	679 547 0	0 394 95	126 0 0	0 0 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 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

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Capacity Analysis Module:

Vol/Sat:	0.21 0.17 0.00	0.00 0.25 0.06	0.04 0.00 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0 (Y+R=4.0 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:	180	1118	43	73	772	18	19	31	158	27	18	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1118	43	73	772	18	19	31	158	27	18	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	25	47	0	0	66	0	7	0	22	0	0	0
Initial Fut:	205	1165	43	73	838	18	26	31	180	27	18	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1165	43	73	838	18	26	31	180	27	18	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1165	43	73	838	18	26	31	180	27	18	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1165	43	73	838	18	26	31	180	27	18	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:	1.00	2.00	1.00	1.00	2.00	1.00	0.46	0.54	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	730	870	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.13	0.36	0.03	0.05	0.26	0.01	0.02	0.04	0.11	0.02	0.01	0.03
Crit Moves:	****			****			****			****		

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AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + 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 #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.694  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                   Level Of Service:                B

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

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Control:	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

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Volume Module:

Base Vol:	19	46	22	774	61	104	103	1309	32	35	1975	1213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	46	22	774	61	104	106	1348	33	36	2034	1249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	68	0	37	38	121	0	0	136	60
Initial Fut:	19	46	22	842	61	141	144	1469	33	36	2170	1309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	46	22	842	61	141	144	1469	33	36	2170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	46	22	842	61	141	144	1469	33	36	2170	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	46	22	842	61	141	144	1469	33	36	2170	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	3.00	1.00	1.00	2.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	2165	1035	4800	1600	1600	3200	4695	105	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.18	0.04	0.09	0.05	0.31	0.31	0.02	0.45	0.00
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.756  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                C

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Approach:	North Bound				South Bound				East Bound				West Bound
Movement:	L - T - R				L - T - R				L - T - R				L - T - R
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1! 0 0	1	0	0 1 0	1	0	3 0 1	1	0	3 1 0	0

Volume Module:

Base Vol:	459	15	44	27	21	46	46	1677	373	55	2761	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	459	15	44	27	21	46	47	1727	384	57	2844	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	6	0	98	7	80	80	87	2	10	91	30
Initial Fut:	466	21	44	125	28	126	127	1814	386	67	2935	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	21	44	125	28	126	127	1814	386	67	2935	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	21	44	125	28	126	127	1814	386	67	2935	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	21	44	125	28	126	127	1814	386	67	2935	68

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.63	0.12	0.25	1.00	0.18	0.82	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4212	190	398	1600	291	1309	1600	4800	1600	1600	6255	145

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.08	0.10	0.10	0.08	0.38	0.24	0.04	0.47	0.47
Crit Moves:			****		****		****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.639  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                B

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

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Control:	Protected	Protected	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

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Volume Module:

Base Vol:	27	251	70	131	445	1052	602	1024	8	120	1747	181
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	259	72	135	458	1084	620	1055	8	124	1799	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	28	259	74	143	460	1179	727	1096	8	126	1880	188
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:	28	259	74	143	460	0	727	1096	8	126	1880	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	259	74	143	460	0	727	1096	8	126	1880	188
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:	28	259	74	143	460	0	727	1096	8	126	1880	188

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	2.00	1.00	3.00	3.97	0.03	2.00	4.00	1.00
Final Sat.:	1600	2487	713	1600	3200	1600	4800	6352	48	3200	6400	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.10	0.09	0.14	0.00	0.15	0.17	0.17	0.04	0.29	0.12
Crit Moves:	****			****			****			****		

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AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + 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 #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0 (Y+R=4.0 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

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Control:	Split Phase			Split Phase			Protected			Permitted						
Rights:	Ignore			Ignore			Ignore			Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	0	0	2	0	3	0	0	0	0	3	0	1

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Volume Module:

Base Vol:	0	0	0	169	0	545	234	1100	0	0	1439	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	169	0	545	241	1133	0	0	1482	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	0	32	13	23	0	0	44	9
Initial Fut:	0	0	0	174	0	577	254	1156	0	0	1526	110
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	174	0	0	254	1156	0	0	1526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	174	0	0	254	1156	0	0	1526	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	174	0	0	254	1156	0	0	1526	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.08	0.24	0.00	0.00	0.32	0.00
Crit Moves:				****			****			****		

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AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + 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 #12 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                      Critical Vol./Cap.(X):           0.484  
 Loss Time (sec):       0 (Y+R=4.0 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

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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	2  0  1  0  1	1  0  3  0  1	1  0  3  0  1

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Volume Module:

Base Vol:	109	72	112	244	111	233	130	1093	54	99	1121	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	109	72	112	244	111	233	134	1126	56	102	1155	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	15	0	23	5	21	0	0	25	3
Initial Fut:	109	72	112	259	111	256	139	1147	56	102	1180	101
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:	109	72	112	259	111	0	139	1147	56	102	1180	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	72	112	259	111	0	139	1147	56	102	1180	101
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:	109	72	112	259	111	0	139	1147	56	102	1180	101

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Saturation Flow Module:

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

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Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.07	0.08	0.07	0.00	0.09	0.24	0.03	0.06	0.25	0.06
Crit Moves:			****	****			****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.582
Loss Time (sec):	0 (Y+R=4.0 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	729 0 322	402 1085 0	0 985 558
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	751 0 332	414 1118 0	0 1015 575
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	3 0 6	6 29 0	0 19 5
Initial Fut:	0 0 0	754 0 338	420 1147 0	0 1034 580
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	754 0 0	420 1147 0	0 1034 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	754 0 0	420 1147 0	0 1034 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	754 0 0	420 1147 0	0 1034 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	0.24 0.00 0.00	0.13 0.24 0.00	0.00 0.22 0.00
Crit Moves:		****	****	****

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**TPO Year 2019 With Project**

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

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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	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	469 0 247	0 2355 140	0 832 385
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	483 0 254	0 2426 144	0 857 397
Added Vol:	0 0 0	11 0 0	0 3 0	0 1 0
PasserByVol:	0 0 0	21 0 35	0 25 10	0 53 14
Initial Fut:	0 0 0	515 0 289	0 2454 154	0 911 411
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	515 0 289	0 2454 0	0 911 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	515 0 289	0 2454 0	0 911 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	515 0 289	0 2454 0	0 911 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	0.16 0.00 0.18	0.00 0.77 0.00	0.00 0.19 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.855  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                Level Of Service:               D

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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

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Volume Module:

Base Vol:	2	2	3	65	0	342	291	2330	11	13	1270	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	2	3	65	0	342	300	2400	11	13	1308	62
Added Vol:	0	0	0	0	0	0	0	14	0	0	5	0
PasserByVol:	0	0	0	1	0	1	0	137	0	0	110	0
Initial Fut:	2	2	3	66	0	343	300	2551	11	13	1423	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:	2	2	3	66	0	343	300	2551	11	13	1423	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	3	66	0	343	300	2551	11	13	1423	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:	2	2	3	66	0	343	300	2551	11	13	1423	62
OvlAdjVol:	43											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.29	0.43	1.00	0.00	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	457	457	686	1600	0	1600	1600	3186	14	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.21	0.19	0.80	0.80	0.01	0.30	0.04
OvlAdjV/S:	0.03											
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.845  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                Level Of Service:               D

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

-----|-----|-----|-----|-----|

Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	0  0  1  0  0	0  0  1! 0  0	1  0  1  1  0	0  0  2  1  0

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Volume Module:

Base Vol:	0	1	0	42	0	15	26	2367	0	0	1341	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1	0	42	0	15	27	2438	0	0	1381	37
Added Vol:	0	0	0	0	0	0	0	14	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	138	0	0	110	0
Initial Fut:	0	1	0	42	0	15	27	2590	0	0	1496	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	0	42	0	15	27	2590	0	0	1496	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	42	0	15	27	2590	0	0	1496	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	42	0	15	27	2590	0	0	1496	37

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.74	0.00	0.26	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	1600	0	1179	0	421	1600	3200	0	0	4684	116

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.04	0.02	0.81	0.00	0.00	0.32	0.32
Crit Moves:	****					****		****		****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.706  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                       Level Of Service:               C

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Approach:	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  0  1  0

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Volume Module:

Base Vol:	41	948	16	156	808	22	118	165	37	17	101	237
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	976	16	161	832	23	118	165	37	17	101	237
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	2
PasserByVol:	2	11	0	6	29	0	0	0	2	0	0	5
Initial Fut:	44	987	16	173	861	23	118	165	39	17	101	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:	44	987	16	173	861	23	118	165	39	17	101	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	987	16	173	861	23	118	165	39	17	101	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:	44	987	16	173	861	23	118	165	39	17	101	244

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.81	0.19	1.00	0.29	0.71
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1294	306	1600	468	1132

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Capacity Analysis Module:

Vol/Sat:	0.03	0.31	0.01	0.11	0.27	0.01	0.07	0.13	0.13	0.01	0.22	0.22
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.523  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                A

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Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	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

Volume Module:

Base Vol:	231	574	38	171	416	139	317	570	176	46	387	40
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	591	39	176	428	143	317	570	176	46	387	40
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	9	7	0	10	21	1	0	32	17	0	17	5
Initial Fut:	247	598	39	186	449	144	317	605	193	46	405	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	598	39	186	449	144	317	605	193	46	405	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	598	39	186	449	144	317	605	193	46	405	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	598	39	186	449	144	317	605	193	46	405	45

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	1.00	1.80	0.20
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2426	774	1600	2880	320

Capacity Analysis Module:

Vol/Sat:	0.08	0.19	0.02	0.06	0.14	0.09	0.10	0.25	0.25	0.03	0.14	0.14
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.433  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                A

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

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	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

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Volume Module:

Base Vol:	360	386	0	0	454	101	56	0	632	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:	360	386	0	0	454	101	56	0	632	0	0	0
Added Vol:	1	2	0	0	6	0	0	0	3	0	0	0
PasserByVol:	30	6	0	0	9	2	2	0	23	0	0	0
Initial Fut:	391	394	0	0	469	103	58	0	658	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:	391	394	0	0	469	103	58	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	394	0	0	469	103	58	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:	391	394	0	0	469	103	58	0	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.00	0.00	0.29	0.06	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	0 1 0 0 1	1 0 1 0 1

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Volume Module:

Base Vol:	79 675 26	36 1022 33	28 15 157	40 8 55
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	79 675 26	36 1022 33	28 15 157	40 8 55
Added Vol:	0 3 0	0 8 0	0 0 0	0 0 0
PasserByVol:	26 31 0	0 32 0	6 0 11	0 0 0
Initial Fut:	105 709 26	36 1062 33	34 15 168	40 8 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:	105 709 26	36 1062 33	34 15 168	40 8 55
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	105 709 26	36 1062 33	34 15 168	40 8 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:	105 709 26	36 1062 33	34 15 168	40 8 55

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 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	0.69 0.31 1.00	1.00 1.00 1.00
Final Sat.:	1600 3200 1600	1600 3200 1600	1110 490 1600	1600 1600 1600

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Capacity Analysis Module:

Vol/Sat:	0.07 0.22 0.02	0.02 0.33 0.02	0.02 0.03 0.11	0.03 0.01 0.03
Crit Moves:	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (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

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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

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Volume Module:

Base Vol:	30	47	46	939	49	123	113	1931	18	30	1130	658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	47	46	939	49	123	116	1989	19	31	1164	678
Added Vol:	0	0	0	0	0	8	3	11	0	0	33	0
PasserByVol:	0	0	0	43	0	19	27	107	0	0	88	45
Initial Fut:	30	47	46	982	49	150	146	2107	19	31	1285	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	47	46	982	49	150	146	2107	19	31	1285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	47	46	982	49	150	146	2107	19	31	1285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	47	46	982	49	150	146	2107	19	31	1285	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1617	1583	4800	1600	1600	3200	4758	42	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.20	0.03	0.09	0.05	0.44	0.44	0.02	0.27	0.00
Crit Moves:	****			****				****		****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.755  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                Level Of Service:                C

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

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Control:	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

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Volume Module:

Base Vol:	391	12	43	30	5	42	26	2517	388	72	1426	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	391	12	43	30	5	42	27	2593	400	74	1469	11
Added Vol:	0	0	0	0	0	0	0	11	0	0	33	0
PasserByVol:	1	6	0	62	3	41	74	64	0	2	80	15
Initial Fut:	392	18	43	92	8	83	101	2668	400	76	1582	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	18	43	92	8	83	101	2668	400	76	1582	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	18	43	92	8	83	101	2668	400	76	1582	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	18	43	92	8	83	101	2668	400	76	1582	26

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.60	0.12	0.28	1.00	0.09	0.91	1.00	3.00	1.00	1.00	3.93	0.07
Final Sat.:	4154	191	456	1600	141	1459	1600	4800	1600	1600	6295	105

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Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.06	0.56	0.25	0.05	0.25	0.25
Crit Moves:	****			****				****		****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.628  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                B

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

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Control:	Protected	Protected	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

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Volume Module:

Base Vol:	24	334	98	155	264	614	981	1593	9	71	836	93
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	344	101	160	272	632	1010	1641	9	73	861	96
Added Vol:	0	0	0	0	0	19	6	5	0	0	14	0
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	25	344	103	168	274	746	1123	1687	9	75	956	98
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:	25	344	103	168	274	0	1123	1687	9	75	956	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	344	103	168	274	0	1123	1687	9	75	956	98
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:	25	344	103	168	274	0	1123	1687	9	75	956	98

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1600	2463	737	1600	3200	1600	4800	6365	35	3200	6400	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.14	0.10	0.09	0.00	0.23	0.27	0.27	0.02	0.15	0.06
Crit Moves:	****			****			****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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

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

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Volume Module:

Base Vol:	0 0 0	25 0 101	386 1470 0	0 0 953 168
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	25 0 101	398 1514 0	0 0 982 173
Added Vol:	0 0 0	0 0 0	0 5 0	0 14 0
PasserByVol:	0 0 0	5 0 18	6 35 0	0 20 2
Initial Fut:	0 0 0	30 0 119	404 1554 0	0 1016 175
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Volume:	0 0 0	30 0 0	404 1554 0	0 1016 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	30 0 0	404 1554 0	0 1016 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
FinalVolume:	0 0 0	30 0 0	404 1554 0	0 1016 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 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

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.01 0.00 0.00	0.13 0.32 0.00	0.00 0.21 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.460  
 Loss Time (sec):       0 (Y+R=4.0 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

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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	2  0  1  0  1	1  0  3  0  1	1  0  3  0  1

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Volume Module:

Base Vol:	66	84	120	66	62	72	176	1118	59	107	987	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	66	84	120	66	62	72	181	1152	61	110	1017	202
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	2	0	3	23	18	0	0	19	16
Initial Fut:	66	84	120	68	62	75	204	1175	61	110	1050	218
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	84	120	68	62	0	204	1175	61	110	1050	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	84	120	68	62	0	204	1175	61	110	1050	218
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:	66	84	120	68	62	0	204	1175	61	110	1050	218

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Saturation Flow Module:

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

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Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.08	0.02	0.04	0.00	0.13	0.24	0.04	0.07	0.22	0.14
Crit Moves:			****		****		****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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Approach:	North 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	588 0 323	484 896 0	0 880 851
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	606 0 333	499 923 0	0 906 877
Added Vol:	0 0 0	0 0 6	2 3 0	0 8 0
PasserByVol:	0 0 0	10 0 4	4 17 0	0 30 2
Initial Fut:	0 0 0	616 0 343	505 943 0	0 944 879
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	616 0 0	505 943 0	0 944 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	616 0 0	505 943 0	0 944 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	616 0 0	505 943 0	0 944 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	0.19 0.00 0.00	0.16 0.20 0.00	0.00 0.20 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.715
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	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	564 0 416	0 1244 92	0 1977 616
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	581 0 428	0 1281 95	0 2036 634
Added Vol:	0 0 0	5 0 0	0 1 0	0 2 0
PasserByVol:	0 0 0	31 0 19	0 93 14	0 52 15
Initial Fut:	0 0 0	617 0 447	0 1375 109	0 2090 649
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	617 0 447	0 1375 0	0 2090 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	617 0 447	0 1375 0	0 2090 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	617 0 447	0 1375 0	0 2090 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 0.28	0.00 0.43 0.00	0.00 0.44 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.851  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:               D

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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

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Volume Module:

Base Vol:	9	12	12	73	4	441	254	1599	13	38	2484	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	12	12	73	4	441	262	1647	13	39	2559	59
Added Vol:	0	0	0	0	0	0	0	6	0	0	10	0
PasserByVol:	0	0	0	1	0	0	1	157	0	0	165	1
Initial Fut:	9	12	12	74	4	441	263	1810	13	39	2734	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	12	12	74	4	441	263	1810	13	39	2734	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	12	12	74	4	441	263	1810	13	39	2734	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	12	12	74	4	441	263	1810	13	39	2734	60
OvlAdjVol:	178											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.37	0.36	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	436	582	582	1518	82	1600	1600	3177	23	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.28	0.16	0.57	0.57	0.02	0.57	0.04
OvlAdjV/S:	0.11											
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.674  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                B

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

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Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 0	0 0 1! 0 0	1 0 1 1 0	0 0 2 1 0

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Volume Module:

Base Vol:	2	1	0	37	2	25	65	1622	5	0	2540	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	1	0	37	2	25	67	1671	5	0	2616	42
Added Vol:	0	0	0	0	0	0	0	6	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	158	0	0	166	0
Initial Fut:	2	1	0	37	2	25	67	1835	5	0	2792	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	0	37	2	25	67	1835	5	0	2792	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	0	37	2	25	67	1835	5	0	2792	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	0	37	2	25	67	1835	5	0	2792	42

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	0.00	0.58	0.03	0.39	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	1067	533	0	925	50	625	1600	3191	9	0	4728	72

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.04	0.04	0.04	0.57	0.57	0.00	0.59	0.59
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.763  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                C

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

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	1  0  2  0  1	1  0  2  0  1	1  0  0  1  0	1  0  0  1  0

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Volume Module:

Base Vol:	75	626	22	141	1237	87	40	89	39	35	189	252
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	645	23	145	1274	90	40	89	39	35	189	252
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	4
PasserByVol:	2	36	0	9	22	0	0	0	2	0	0	9
Initial Fut:	79	681	23	157	1296	90	40	89	41	35	189	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	681	23	157	1296	90	40	89	41	35	189	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	681	23	157	1296	90	40	89	41	35	189	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	681	23	157	1296	90	40	89	41	35	189	265

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.68	0.32	1.00	0.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1095	505	1600	666	934

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Capacity Analysis Module:

Vol/Sat:	0.05	0.21	0.01	0.10	0.41	0.06	0.03	0.08	0.08	0.02	0.28	0.28
Crit Moves:	****				****		****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr (EW)

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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

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

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Control:	Protected	Protected	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

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Volume Module:

Base Vol:	265	408	46	142	610	361	270	576	172	96	672	81
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	420	47	146	628	372	270	576	172	96	672	81
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	22	26	0	10	14	1	1	33	14	0	43	13
Initial Fut:	295	446	47	156	642	373	271	610	186	96	717	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	446	47	156	642	373	271	610	186	96	717	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	446	47	156	642	373	271	610	186	96	717	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	446	47	156	642	373	271	610	186	96	717	94

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.53	0.47	1.00	1.77	0.23
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2452	748	1600	2829	371

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Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.03	0.05	0.20	0.23	0.08	0.25	0.25	0.06	0.25	0.25
Crit Moves:	****					****	****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.500  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                A

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

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	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

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Volume Module:

Base Vol:	645	532	0	0	379	93	124	0	455	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	645	532	0	0	379	93	124	0	455	0	0	0
Added Vol:	2	4	0	0	3	0	0	0	1	0	0	0
PasserByVol:	34	15	0	0	15	2	2	0	51	0	0	0
Initial Fut:	681	551	0	0	397	95	126	0	507	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:	681	551	0	0	397	95	126	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	551	0	0	397	95	126	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:	681	551	0	0	397	95	126	0	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.21	0.17	0.00	0.00	0.25	0.06	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.541  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                A

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

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	1  0  2  0  1	1  0  2  0  1	0  1  0  0  1	1  0  1  0  1

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Volume Module:

Base Vol:	180	1118	43	73	772	18	19	31	158	27	18	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1118	43	73	772	18	19	31	158	27	18	46
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	25	47	0	0	66	0	7	0	22	0	0	0
Initial Fut:	205	1171	43	73	842	18	26	31	180	27	18	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1171	43	73	842	18	26	31	180	27	18	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1171	43	73	842	18	26	31	180	27	18	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1171	43	73	842	18	26	31	180	27	18	46

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.46	0.54	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	730	870	1600	1600	1600	1600

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Capacity Analysis Module:

Vol/Sat:	0.13	0.37	0.03	0.05	0.26	0.01	0.02	0.04	0.11	0.02	0.01	0.03
Crit Moves:	****			****					****	****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.699  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                Level Of Service:                B

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

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Control:	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

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Volume Module:

Base Vol:	19	46	22	774	61	104	103	1309	32	35	1975	1213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	46	22	774	61	104	106	1348	33	36	2034	1249
Added Vol:	0	0	0	0	0	4	6	23	0	0	15	0
PasserByVol:	0	0	0	68	0	37	38	121	0	0	136	60
Initial Fut:	19	46	22	842	61	145	150	1492	33	36	2185	1309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	46	22	842	61	145	150	1492	33	36	2185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	46	22	842	61	145	150	1492	33	36	2185	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	46	22	842	61	145	150	1492	33	36	2185	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	2165	1035	4800	1600	1600	3200	4696	104	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.18	0.04	0.09	0.05	0.32	0.32	0.02	0.46	0.00
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.758  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                                Level Of Service:               C

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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	0	1	0	0	1	0	3	0	1

Volume Module:

Base Vol:	459	15	44	27	21	46	46	1677	373	55	2761	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	459	15	44	27	21	46	47	1727	384	57	2844	38
Added Vol:	0	0	0	0	0	0	0	23	0	0	15	0
PasserByVol:	7	6	0	98	7	80	80	87	2	10	91	30
Initial Fut:	466	21	44	125	28	126	127	1837	386	67	2950	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	21	44	125	28	126	127	1837	386	67	2950	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	21	44	125	28	126	127	1837	386	67	2950	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	21	44	125	28	126	127	1837	386	67	2950	68

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.63	0.12	0.25	1.00	0.18	0.82	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4212	190	398	1600	291	1309	1600	4800	1600	1600	6256	144

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.08	0.10	0.10	0.08	0.38	0.24	0.04	0.47	0.47
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.642  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                B

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

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Control:	Protected	Protected	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

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Volume Module:

Base Vol:	27	251	70	131	445	1052	602	1024	8	120	1747	181
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	259	72	135	458	1084	620	1055	8	124	1799	186
Added Vol:	0	0	0	0	0	9	14	10	0	0	6	0
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	28	259	74	143	460	1188	741	1106	8	126	1886	188
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:	28	259	74	143	460	0	741	1106	8	126	1886	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	259	74	143	460	0	741	1106	8	126	1886	188
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:	28	259	74	143	460	0	741	1106	8	126	1886	188

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	2.00	1.00	3.00	3.97	0.03	2.00	4.00	1.00
Final Sat.:	1600	2487	713	1600	3200	1600	4800	6353	47	3200	6400	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.10	0.09	0.14	0.00	0.15	0.17	0.17	0.04	0.29	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.453  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:               A

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

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

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Volume Module:

Base Vol:	0	0	0	169	0	545	234	1100	0	0	1439	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	169	0	545	241	1133	0	0	1482	101
Added Vol:	0	0	0	0	0	0	0	10	0	0	6	0
PasserByVol:	0	0	0	5	0	32	13	23	0	0	44	9
Initial Fut:	0	0	0	174	0	577	254	1166	0	0	1532	110
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	174	0	0	254	1166	0	0	1532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	174	0	0	254	1166	0	0	1532	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	174	0	0	254	1166	0	0	1532	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.08	0.24	0.00	0.00	0.32	0.00
Crit Moves:				****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.485  
 Loss Time (sec):       0 (Y+R=4.0 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	2  0  1  0  1	1  0  3  0  1	1  0  3  0  1

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Volume Module:

Base Vol:	109	72	112	244	111	233	130	1093	54	99	1121	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	109	72	112	244	111	233	134	1126	56	102	1155	98
Added Vol:	0	0	0	0	0	0	0	10	0	0	6	0
PasserByVol:	0	0	0	15	0	23	5	21	0	0	25	3
Initial Fut:	109	72	112	259	111	256	139	1157	56	102	1186	101
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:	109	72	112	259	111	0	139	1157	56	102	1186	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	72	112	259	111	0	139	1157	56	102	1186	101
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:	109	72	112	259	111	0	139	1157	56	102	1186	101

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Saturation Flow Module:

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

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Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.07	0.08	0.07	0.00	0.09	0.24	0.03	0.06	0.25	0.06
Crit Moves:			****	****			****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing (Year 2016) + Growth (Year 2019) + Approved Projects + Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.584  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                A

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

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Control:	Protected	Protected	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

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Volume Module:

Base Vol:	0	0	0	729	0	322	402	1085	0	0	985	558
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	751	0	332	414	1118	0	0	1015	575
Added Vol:	0	0	0	0	0	3	4	6	0	0	4	0
PasserByVol:	0	0	0	3	0	6	6	29	0	0	19	5
Initial Fut:	0	0	0	754	0	341	424	1153	0	0	1038	580
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	754	0	0	424	1153	0	0	1038	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	754	0	0	424	1153	0	0	1038	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	754	0	0	424	1153	0	0	1038	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.13	0.24	0.00	0.00	0.22	0.00
Crit Moves:				****			****				****	

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**Cumulative Year 2019 Without Project**

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.982
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

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

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Control:	Split Phase	Split Phase	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

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Volume Module:

Base Vol:	0 0 0	469 0 247	0 2355 140	0 832 385
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	483 0 254	0 2426 144	0 857 397
Added Vol:	0 0 0	21 0 0	0 114 4	0 180 0
PasserByVol:	0 0 0	21 0 35	0 25 10	0 53 14
Initial Fut:	0 0 0	525 0 289	0 2565 158	0 1090 411
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	525 0 289	0 2565 0	0 1090 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	525 0 289	0 2565 0	0 1090 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	525 0 289	0 2565 0	0 1090 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 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

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.16 0.00 0.18	0.00 0.80 0.00	0.00 0.23 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.883  
 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:	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:	2 2 3	65 0 342	291 2330 11	13 1270 60
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	2 2 3	65 0 342	300 2400 11	13 1308 62
Added Vol:	0 0 0	0 0 13	33 103 0	0 176 0
PasserByVol:	0 0 0	1 0 1	0 137 0	0 110 0
Initial Fut:	2 2 3	66 0 356	333 2640 11	13 1594 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:	2 2 3	66 0 356	333 2640 11	13 1594 62
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	2 2 3	66 0 356	333 2640 11	13 1594 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:	2 2 3	66 0 356	333 2640 11	13 1594 62
OvlAdjVol:		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:	0.28 0.29 0.43	1.00 0.00 1.00	1.00 1.99 0.01	1.00 3.00 1.00
Final Sat.:	457 457 686	1600 0 1600	1600 3186 14	1600 4800 1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.04 0.00 0.22	0.21 0.83 0.83	0.01 0.33 0.04
OvlAdjV/S:		0.01		
Crit Moves:	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.873
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

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

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Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 0 1! 0 0	1 0 1 1 0	0 0 2 1 0

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Volume Module:

Base Vol:	0 1 0	42 0 15	26 2367 0	0 0 1341 36
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 1 0	42 0 15	27 2438 0	0 0 1381 37
Added Vol:	0 0 0	0 0 0	0 103 0	0 176 0
PasserByVol:	0 0 0	0 0 0	0 138 0	0 110 0
Initial Fut:	0 1 0	42 0 15	27 2679 0	0 0 1667 37
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 1 0	42 0 15	27 2679 0	0 0 1667 37
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1 0	42 0 15	27 2679 0	0 0 1667 37
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 1 0	42 0 15	27 2679 0	0 0 1667 37

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 1.00 0.00	0.74 0.00 0.26	1.00 2.00 0.00	0.00 2.93 0.07
Final Sat.:	0 1600 0	1179 0 421	1600 3200 0	0 4696 104

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.03 0.00 0.04	0.02 0.84 0.00	0.00 0.36 0.36
Crit Moves:	***	***	***	***

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.702  
 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:	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  0  1  0

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Volume Module:

Base Vol:	41	948	16	156	808	22	118	165	37	17	101	237
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	976	16	161	832	23	118	165	37	17	101	237
Added Vol:	0	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	2	11	0	6	29	0	0	0	2	0	0	5
Initial Fut:	44	991	16	167	864	23	118	165	39	17	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:	44	991	16	167	864	23	118	165	39	17	101	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	991	16	167	864	23	118	165	39	17	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:	44	991	16	167	864	23	118	165	39	17	101	242

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.81	0.19	1.00	0.29	0.71
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1294	306	1600	471	1129

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Capacity Analysis Module:

Vol/Sat:	0.03	0.31	0.01	0.10	0.27	0.01	0.07	0.13	0.13	0.01	0.21	0.21
Crit Moves:	****			****			****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.549  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                A

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Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	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

Volume Module:

Base Vol:	231	574	38	171	416	139	317	570	176	46	387	40
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	591	39	176	428	143	317	570	176	46	387	40
Added Vol:	0	4	0	0	3	0	0	83	0	0	76	0
PasserByVol:	9	7	0	10	21	1	0	32	17	0	17	5
Initial Fut:	247	602	39	186	452	144	317	685	193	46	480	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	602	39	186	452	144	317	685	193	46	480	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	602	39	186	452	144	317	685	193	46	480	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	602	39	186	452	144	317	685	193	46	480	45

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.56	0.44	1.00	1.83	0.17
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2497	703	1600	2926	274

Capacity Analysis Module:

Vol/Sat:	0.08	0.19	0.02	0.06	0.14	0.09	0.10	0.27	0.27	0.03	0.16	0.16
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.444
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	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

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Volume Module:

Base Vol:	360 386 0	0 454 101	56 0 632	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:	360 386 0	0 454 101	56 0 632	0 0 0
Added Vol:	48 0 0	0 0 0	0 0 14	0 0 0
PasserByVol:	30 6 0	0 9 2	2 0 23	0 0 0
Initial Fut:	438 392 0	0 463 103	58 0 669	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:	438 392 0	0 463 103	58 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	438 392 0	0 463 103	58 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:	438 392 0	0 463 103	58 0 0	0 0 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 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

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Capacity Analysis Module:

Vol/Sat:	0.14 0.12 0.00	0.00 0.29 0.06	0.02 0.00 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.529
Loss Time (sec):	0 (Y+R=4.0 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:	79	675	26	36	1022	33	28	15	157	40	8	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	675	26	36	1022	33	28	15	157	40	8	55
Added Vol:	0	48	0	0	14	0	0	0	0	0	0	0
PasserByVol:	26	31	0	0	32	0	6	0	11	0	0	0
Initial Fut:	105	754	26	36	1068	33	34	15	168	40	8	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:	105	754	26	36	1068	33	34	15	168	40	8	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	754	26	36	1068	33	34	15	168	40	8	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:	105	754	26	36	1068	33	34	15	168	40	8	55

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.69	0.31	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1110	490	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.24	0.02	0.02	0.33	0.02	0.02	0.03	0.11	0.03	0.01	0.03
Crit Moves:	****				****				****	****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.718  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:               C

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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

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Volume Module:

Base Vol:	30	47	46	939	49	123	113	1931	18	30	1130	658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	47	46	939	49	123	116	1989	19	31	1164	678
Added Vol:	0	0	0	14	0	0	0	103	0	0	176	48
PasserByVol:	0	0	0	43	0	19	27	107	0	0	88	45
Initial Fut:	30	47	46	996	49	142	143	2199	19	31	1428	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	47	46	996	49	142	143	2199	19	31	1428	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	47	46	996	49	142	143	2199	19	31	1428	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	47	46	996	49	142	143	2199	19	31	1428	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1617	1583	4800	1600	1600	3200	4760	40	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.21	0.03	0.09	0.04	0.46	0.46	0.02	0.30	0.00
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.777  
 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

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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

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Volume Module:

Base Vol:	391	12	43	30	5	42	26	2517	388	72	1426	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	391	12	43	30	5	42	27	2593	400	74	1469	11
Added Vol:	0	0	0	0	0	0	0	117	0	0	224	0
PasserByVol:	1	6	0	62	3	41	74	64	0	2	80	15
Initial Fut:	392	18	43	92	8	83	101	2774	400	76	1773	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	18	43	92	8	83	101	2774	400	76	1773	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	18	43	92	8	83	101	2774	400	76	1773	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	18	43	92	8	83	101	2774	400	76	1773	26

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.60	0.12	0.28	1.00	0.09	0.91	1.00	3.00	1.00	1.00	3.94	0.06
Final Sat.:	4154	191	456	1600	141	1459	1600	4800	1600	1600	6306	94

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Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.06	0.58	0.25	0.05	0.28	0.28
Crit Moves:	****			****			****		****			

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.687  
 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:	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

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Volume Module:

Base Vol:	24	334	98	155	264	614	981	1593	9	71	836	93
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	344	101	160	272	632	1010	1641	9	73	861	96
Added Vol:	0	11	2	38	16	15	10	107	0	4	209	129
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	25	355	105	206	290	742	1127	1789	9	79	1151	227
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:	25	355	105	206	290	0	1127	1789	9	79	1151	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	355	105	206	290	0	1127	1789	9	79	1151	227
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:	25	355	105	206	290	0	1127	1789	9	79	1151	227

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1600	2470	730	1600	3200	1600	4800	6367	33	3200	6400	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.14	0.13	0.09	0.00	0.23	0.28	0.28	0.02	0.18	0.14
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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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	Permitted
Rights:	Ignore	Ignore	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	2 0 3 0 0	0 0 3 0 1

Volume Module:

Base Vol:	0 0 0	25 0 101	386 1470 0	0 0 953 168
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	25 0 101	398 1514 0	0 0 982 173
Added Vol:	0 0 0	0 0 0	0 147 0	0 343 0
PasserByVol:	0 0 0	5 0 18	6 35 0	0 20 2
Initial Fut:	0 0 0	30 0 119	404 1696 0	0 1345 175
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Volume:	0 0 0	30 0 0	404 1696 0	0 1345 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	30 0 0	404 1696 0	0 1345 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
FinalVolume:	0 0 0	30 0 0	404 1696 0	0 1345 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.01 0.00 0.00	0.13 0.35 0.00	0.00 0.00 0.28 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.529  
 Loss Time (sec):       0 (Y+R=4.0 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
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	2	0	1	0	1	1	0	3	0	1

Volume Module:

Base Vol:	66	84	120	66	62	72	176	1118	59	107	987	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	66	84	120	66	62	72	181	1152	61	110	1017	202
Added Vol:	0	0	0	0	0	0	0	147	0	0	343	0
PasserByVol:	0	0	0	2	0	3	23	18	0	0	19	16
Initial Fut:	66	84	120	68	62	75	204	1317	61	110	1379	218
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	84	120	68	62	0	204	1317	61	110	1379	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	84	120	68	62	0	204	1317	61	110	1379	218
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:	66	84	120	68	62	0	204	1317	61	110	1379	218

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.08	0.02	0.04	0.00	0.13	0.27	0.04	0.07	0.29	0.14
Crit Moves:			****		****		****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.631
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:	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	588 0 323	484 896 0	0 880 851
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	606 0 333	499 923 0	0 906 877
Added Vol:	0 0 0	44 0 4	6 140 0	0 339 115
PasserByVol:	0 0 0	10 0 4	4 17 0	0 30 2
Initial Fut:	0 0 0	660 0 341	509 1080 0	0 1275 994
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	660 0 0	509 1080 0	0 1275 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	660 0 0	509 1080 0	0 1275 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	660 0 0	509 1080 0	0 1275 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	0.21 0.00 0.00	0.16 0.22 0.00	0.00 0.27 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.774  
 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

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Control:	Split Phase	Split Phase	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

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Volume Module:

Base Vol:	0	0	0	564	0	416	0	1244	92	0	1977	616
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	581	0	428	0	1281	95	0	2036	634
Added Vol:	0	0	0	11	0	0	0	208	4	0	184	0
PasserByVol:	0	0	0	31	0	19	0	93	14	0	52	15
Initial Fut:	0	0	0	623	0	447	0	1582	113	0	2272	649
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	623	0	447	0	1582	0	0	2272	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	623	0	447	0	1582	0	0	2272	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	623	0	447	0	1582	0	0	2272	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.28	0.00	0.49	0.00	0.00	0.47	0.00
Crit Moves:						****		****		****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap. (X):           0.908  
 Loss Time (sec):       0 (Y+R=4.0 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:	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

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Volume Module:

Base Vol:	9	12	12	73	4	441	254	1599	13	38	2484	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	12	12	73	4	441	262	1647	13	39	2559	59
Added Vol:	0	0	0	0	0	43	28	190	0	0	156	0
PasserByVol:	0	0	0	1	0	0	1	157	0	0	165	1
Initial Fut:	9	12	12	74	4	484	291	1994	13	39	2880	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	12	12	74	4	484	291	1994	13	39	2880	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	12	12	74	4	484	291	1994	13	39	2880	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	12	12	74	4	484	291	1994	13	39	2880	60
OvlAdjVol:	193											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.37	0.36	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	436	582	582	1518	82	1600	1600	3179	21	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.30	0.18	0.63	0.63	0.02	0.60	0.04
OvlAdjV/S:	0.12											
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.704
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 0 0	0	0	1! 0 0	1	0	1 1 0	0	0	0 2 1 0

Volume Module:

Base Vol:	2	1	0	37	2	25	65	1622	5	0	2540	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	1	0	37	2	25	67	1671	5	0	2616	42
Added Vol:	0	0	0	0	0	0	0	190	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	158	0	0	166	0
Initial Fut:	2	1	0	37	2	25	67	2019	5	0	2938	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	0	37	2	25	67	2019	5	0	2938	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	0	37	2	25	67	2019	5	0	2938	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	0	37	2	25	67	2019	5	0	2938	42

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	0.00	0.58	0.03	0.39	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	1067	533	0	925	50	625	1600	3192	8	0	4732	68

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.04	0.04	0.04	0.63	0.63	0.00	0.62	0.62
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.762  
 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

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	1  0  2  0  1	1  0  2  0  1	1  0  0  1  0	1  0  0  1  0

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Volume Module:

Base Vol:	75	626	22	141	1237	87	40	89	39	35	189	252
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	645	23	145	1274	90	40	89	39	35	189	252
Added Vol:	0	5	0	0	4	0	0	0	0	0	0	0
PasserByVol:	2	36	0	9	22	0	0	0	2	0	0	9
Initial Fut:	79	686	23	154	1300	90	40	89	41	35	189	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	686	23	154	1300	90	40	89	41	35	189	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	686	23	154	1300	90	40	89	41	35	189	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	686	23	154	1300	90	40	89	41	35	189	261

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.68	0.32	1.00	0.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1095	505	1600	672	928

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Capacity Analysis Module:

Vol/Sat:	0.05	0.21	0.01	0.10	0.41	0.06	0.03	0.08	0.08	0.02	0.28	0.28
Crit Moves:	****				****		****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.700  
 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:	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:	265	408	46	142	610	361	270	576	172	96	672	81
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	420	47	146	628	372	270	576	172	96	672	81
Added Vol:	0	5	0	0	4	0	0	107	0	0	119	0
PasserByVol:	22	26	0	10	14	1	1	33	14	0	43	13
Initial Fut:	295	451	47	156	646	373	271	716	186	96	834	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	451	47	156	646	373	271	716	186	96	834	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	451	47	156	646	373	271	716	186	96	834	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	451	47	156	646	373	271	716	186	96	834	94

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.59	0.41	1.00	1.80	0.20
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2540	660	1600	2876	324

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.03	0.05	0.20	0.23	0.08	0.28	0.28	0.06	0.29	0.29
Crit Moves:	****					****	****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.507
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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Approach:	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	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:	645 532 0	0 379 93	124 0 455	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	645 532 0	0 379 93	124 0 455	0 0 0
Added Vol:	29 0 0	0 0 0	0 0 48	0 0 0
PasserByVol:	34 15 0	0 15 2	2 0 51	0 0 0
Initial Fut:	708 547 0	0 394 95	126 0 554	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:	708 547 0	0 394 95	126 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	708 547 0	0 394 95	126 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:	708 547 0	0 394 95	126 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:	0.22 0.17 0.00	0.00 0.25 0.06	0.04 0.00 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.548  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                A

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

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	1  0  2  0  1	1  0  2  0  1	0  1  0  0  1	1  0  1  0  1

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Volume Module:

Base Vol:	180 1118   43	73 772   18	19 31   158	27 18   46
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	180 1118   43	73 772   18	19 31   158	27 18   46
Added Vol:	0   29   0	0   48   0	0   0   0	0   0   0
PasserByVol:	25   47   0	0   66   0	7   0   22	0   0   0
Initial Fut:	205 1194   43	73 886   18	26 31   180	27 18   46
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	205 1194   43	73 886   18	26 31   180	27 18   46
Reduct Vol:	0   0   0	0   0   0	0   0   0	0   0   0
Reduced Vol:	205 1194   43	73 886   18	26 31   180	27 18   46
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	205 1194   43	73 886   18	26 31   180	27 18   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:	1.00 2.00 1.00	1.00 2.00 1.00	0.46 0.54 1.00	1.00 1.00 1.00
Final Sat.:	1600 3200 1600	1600 3200 1600	730 870 1600	1600 1600 1600

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.13 0.37 0.03	0.05 0.28 0.01	0.02 0.04 0.11	0.02 0.01 0.03
Crit Moves:	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.736  
 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	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:	19	46	22	774	61	104	103	1309	32	35	1975	1213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	46	22	774	61	104	106	1348	33	36	2034	1249
Added Vol:	0	0	0	48	0	0	0	190	0	0	156	29
PasserByVol:	0	0	0	68	0	37	38	121	0	0	136	60
Initial Fut:	19	46	22	890	61	141	144	1659	33	36	2326	1338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	46	22	890	61	141	144	1659	33	36	2326	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	46	22	890	61	141	144	1659	33	36	2326	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	46	22	890	61	141	144	1659	33	36	2326	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	2165	1035	4800	1600	1600	3200	4707	93	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.19	0.04	0.09	0.05	0.35	0.35	0.02	0.48	0.00
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.785  
 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:	459	15	44	27	21	46	46	1677	373	55	2761	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	459	15	44	27	21	46	47	1727	384	57	2844	38
Added Vol:	0	0	0	0	0	0	0	238	0	0	185	0
PasserByVol:	7	6	0	98	7	80	80	87	2	10	91	30
Initial Fut:	466	21	44	125	28	126	127	2052	386	67	3120	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	21	44	125	28	126	127	2052	386	67	3120	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	21	44	125	28	126	127	2052	386	67	3120	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	21	44	125	28	126	127	2052	386	67	3120	68

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.63	0.12	0.25	1.00	0.18	0.82	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4212	190	398	1600	291	1309	1600	4800	1600	1600	6263	137

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Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.08	0.10	0.10	0.08	0.43	0.24	0.04	0.50	0.50
Crit Moves:			****		****		****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.754  
 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:	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

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Volume Module:

Base Vol:	27	251	70	131	445	1052	602	1024	8	120	1747	181
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	259	72	135	458	1084	620	1055	8	124	1799	186
Added Vol:	0	15	3	128	15	13	14	224	0	4	172	77
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	28	274	77	271	475	1192	741	1320	8	130	2052	265
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:	28	274	77	271	475	0	741	1320	8	130	2052	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	274	77	271	475	0	741	1320	8	130	2052	265
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:	28	274	77	271	475	0	741	1320	8	130	2052	265

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1600	2496	704	1600	3200	1600	4800	6360	40	3200	6400	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.11	0.11	0.17	0.15	0.00	0.15	0.21	0.21	0.04	0.32	0.17
Crit Moves:	****			****			****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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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	Permitted
Rights:	Ignore	Ignore	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	2 0 3 0 0	0 0 3 0 1

Volume Module:

Base Vol:	0 0 0	169 0 545	234 1100 0	0 1439 98
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	169 0 545	241 1133 0	0 1482 101
Added Vol:	0 0 0	0 0 0	0 356 0	0 253 0
PasserByVol:	0 0 0	5 0 32	13 23 0	0 44 9
Initial Fut:	0 0 0	174 0 577	254 1512 0	0 1779 110
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Volume:	0 0 0	174 0 0	254 1512 0	0 1779 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	174 0 0	254 1512 0	0 1779 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
FinalVolume:	0 0 0	174 0 0	254 1512 0	0 1779 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	0.08 0.32 0.00	0.00 0.00 0.37 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.536  
 Loss Time (sec):       0 (Y+R=4.0 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	2	0	1	0	1	1	0	3	0	1	1	0	3	0	1

Volume Module:

Base Vol:	109	72	112	244	111	233	130	1093	54	99	1121	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	109	72	112	244	111	233	134	1126	56	102	1155	98
Added Vol:	0	0	0	0	0	0	0	356	0	0	253	0
PasserByVol:	0	0	0	15	0	23	5	21	0	0	25	3
Initial Fut:	109	72	112	259	111	256	139	1503	56	102	1433	101
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:	109	72	112	259	111	0	139	1503	56	102	1433	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	72	112	259	111	0	139	1503	56	102	1433	101
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:	109	72	112	259	111	0	139	1503	56	102	1433	101

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.07	0.08	0.07	0.00	0.09	0.31	0.03	0.06	0.30	0.06
Crit Moves:			****	****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.671
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:	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	729 0 322	402 1085 0	0 985 558
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	751 0 332	414 1118 0	0 1015 575
Added Vol:	0 0 0	117 0 6	4 352 0	0 247 78
PasserByVol:	0 0 0	3 0 6	6 29 0	0 19 5
Initial Fut:	0 0 0	871 0 344	424 1499 0	0 1281 658
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	871 0 0	424 1499 0	0 1281 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	871 0 0	424 1499 0	0 1281 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	871 0 0	424 1499 0	0 1281 0

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	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	0.27 0.00 0.00	0.13 0.31 0.00	0.00 0.27 0.00
Crit Moves:		****	****	****

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**Cumulative Year 2019 With Project**

AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour

Level Of Service Computation Report

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

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.983
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

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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	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	469 0 247	0 2355 140	0 832 385
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	483 0 254	0 2426 144	0 857 397
Added Vol:	0 0 0	32 0 0	0 117 4	0 181 0
PasserByVol:	0 0 0	21 0 35	0 25 10	0 53 14
Initial Fut:	0 0 0	536 0 289	0 2568 158	0 1091 411
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	536 0 289	0 2568 0	0 1091 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	536 0 289	0 2568 0	0 1091 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	536 0 289	0 2568 0	0 1091 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	0.17 0.00 0.18	0.00 0.80 0.00	0.00 0.23 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
 -----

Level Of Service Computation Report

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.887  
 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:	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:	2	2	3	65	0	342	291	2330	11	13	1270	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	2	3	65	0	342	300	2400	11	13	1308	62
Added Vol:	0	0	0	0	0	13	33	117	0	0	180	0
PasserByVol:	0	0	0	1	0	1	0	137	0	0	110	0
Initial Fut:	2	2	3	66	0	356	333	2654	11	13	1598	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:	2	2	3	66	0	356	333	2654	11	13	1598	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	3	66	0	356	333	2654	11	13	1598	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:	2	2	3	66	0	356	333	2654	11	13	1598	62
OvlAdjVol:	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:	0.28	0.29	0.43	1.00	0.00	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	457	457	686	1600	0	1600	1600	3186	14	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.22	0.21	0.83	0.83	0.01	0.33	0.04
OvlAdjV/S:	0.01											
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 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 Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.877  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                       Level Of Service:               D

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

-----|-----|-----|-----|-----|

Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 0 1! 0 0	1 0 1 1 0	0 0 2 1 0

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Volume Module:

Base Vol:	0 1 0	42 0 15	26 2367 0	0 0 1341 36
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 1 0	42 0 15	27 2438 0	0 0 1381 37
Added Vol:	0 0 0	0 0 0	0 117 0	0 180 0
PasserByVol:	0 0 0	0 0 0	0 138 0	0 110 0
Initial Fut:	0 1 0	42 0 15	27 2693 0	0 0 1671 37
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 1 0	42 0 15	27 2693 0	0 0 1671 37
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1 0	42 0 15	27 2693 0	0 0 1671 37
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 1 0	42 0 15	27 2693 0	0 0 1671 37

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 1.00 0.00	0.74 0.00 0.26	1.00 2.00 0.00	0.00 2.93 0.07
Final Sat.:	0 1600 0	1179 0 421	1600 3200 0	0 4696 104

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.03 0.00 0.04	0.02 0.84 0.00	0.00 0.36 0.36
Crit Moves:	***	***	***	***

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.707  
 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:	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  0  1  0

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Volume Module:

Base Vol:	41	948	16	156	808	22	118	165	37	17	101	237
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	976	16	161	832	23	118	165	37	17	101	237
Added Vol:	0	4	0	6	3	0	0	0	0	0	0	2
PasserByVol:	2	11	0	6	29	0	0	0	2	0	0	5
Initial Fut:	44	991	16	173	864	23	118	165	39	17	101	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:	44	991	16	173	864	23	118	165	39	17	101	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	991	16	173	864	23	118	165	39	17	101	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:	44	991	16	173	864	23	118	165	39	17	101	244

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.81	0.19	1.00	0.29	0.71
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1294	306	1600	468	1132

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Capacity Analysis Module:

Vol/Sat:	0.03	0.31	0.01	0.11	0.27	0.01	0.07	0.13	0.13	0.01	0.22	0.22
Crit Moves:	****			****			****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+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 Ave (NS) at 17th St/Westcliff Dr

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.550  
 Loss Time (sec):       0 (Y+R=4.0 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
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

Volume Module:

Base Vol:	231	574	38	171	416	139	317	570	176	46	387	40
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	591	39	176	428	143	317	570	176	46	387	40
Added Vol:	0	4	0	0	3	0	0	86	0	0	77	0
PasserByVol:	9	7	0	10	21	1	0	32	17	0	17	5
Initial Fut:	247	602	39	186	452	144	317	688	193	46	481	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	602	39	186	452	144	317	688	193	46	481	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	602	39	186	452	144	317	688	193	46	481	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	602	39	186	452	144	317	688	193	46	481	45

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.56	0.44	1.00	1.83	0.17
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2499	701	1600	2926	274

Capacity Analysis Module:

Vol/Sat:	0.08	0.19	0.02	0.06	0.14	0.09	0.10	0.28	0.28	0.03	0.16	0.16
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+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 Dr (NS) at Westcliff Dr (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.448  
 Loss Time (sec):       0 (Y+R=4.0 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	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

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Volume Module:

Base Vol:	360	386	0	0	454	101	56	0	632	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:	360	386	0	0	454	101	56	0	632	0	0	0
Added Vol:	49	2	0	0	6	0	0	0	17	0	0	0
PasserByVol:	30	6	0	0	9	2	2	0	23	0	0	0
Initial Fut:	439	394	0	0	469	103	58	0	672	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:	439	394	0	0	469	103	58	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	394	0	0	469	103	58	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:	439	394	0	0	469	103	58	0	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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

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Capacity Analysis Module:

Vol/Sat:	0.14	0.12	0.00	0.00	0.29	0.06	0.02	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+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 Dr (NS) at 16th Street (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.532
Loss Time (sec):	0 (Y+R=4.0 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:	79	675	26	36	1022	33	28	15	157	40	8	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	675	26	36	1022	33	28	15	157	40	8	55
Added Vol:	0	51	0	0	22	0	0	0	0	0	0	0
PasserByVol:	26	31	0	0	32	0	6	0	11	0	0	0
Initial Fut:	105	757	26	36	1076	33	34	15	168	40	8	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:	105	757	26	36	1076	33	34	15	168	40	8	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	757	26	36	1076	33	34	15	168	40	8	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:	105	757	26	36	1076	33	34	15	168	40	8	55

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.69	0.31	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1110	490	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.24	0.02	0.02	0.34	0.02	0.02	0.03	0.11	0.03	0.01	0.03
Crit Moves:	****				****				****	****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
 -----

Level Of Service Computation Report

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

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.720  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                C

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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:	30	47	46	939	49	123	113	1931	18	30	1130	658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	47	46	939	49	123	116	1989	19	31	1164	678
Added Vol:	0	0	0	14	0	8	3	114	0	0	209	48
PasserByVol:	0	0	0	43	0	19	27	107	0	0	88	45
Initial Fut:	30	47	46	996	49	150	146	2210	19	31	1461	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	47	46	996	49	150	146	2210	19	31	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	47	46	996	49	150	146	2210	19	31	1461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	47	46	996	49	150	146	2210	19	31	1461	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	1.01	0.99	3.00	1.00	1.00	2.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	1617	1583	4800	1600	1600	3200	4760	40	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.21	0.03	0.09	0.05	0.46	0.46	0.02	0.30	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.780  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                       Level Of Service:                C

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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:	391	12	43	30	5	42	26	2517	388	72	1426	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	391	12	43	30	5	42	27	2593	400	74	1469	11
Added Vol:	0	0	0	0	0	0	0	128	0	0	257	0
PasserByVol:	1	6	0	62	3	41	74	64	0	2	80	15
Initial Fut:	392	18	43	92	8	83	101	2785	400	76	1806	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	18	43	92	8	83	101	2785	400	76	1806	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	18	43	92	8	83	101	2785	400	76	1806	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	18	43	92	8	83	101	2785	400	76	1806	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.60	0.12	0.28	1.00	0.09	0.91	1.00	3.00	1.00	1.00	3.94	0.06
Final Sat.:	4154	191	456	1600	141	1459	1600	4800	1600	1600	6308	92

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.06	0.58	0.25	0.05	0.29	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.690  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:                B

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Approach:	North Bound	South Bound	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:	24	334	98	155	264	614	981	1593	9	71	836	93
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	344	101	160	272	632	1010	1641	9	73	861	96
Added Vol:	0	11	2	38	16	34	16	111	0	4	223	129
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	25	355	105	206	290	761	1133	1793	9	79	1165	227
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:	25	355	105	206	290	0	1133	1793	9	79	1165	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	355	105	206	290	0	1133	1793	9	79	1165	227
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:	25	355	105	206	290	0	1133	1793	9	79	1165	227

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1600	2470	730	1600	3200	1600	4800	6367	33	3200	6400	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.14	0.13	0.09	0.00	0.24	0.28	0.28	0.02	0.18	0.14
Crit Moves:	****			****			****			****		

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AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour

Level Of Service Computation Report

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

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Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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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	Permitted
Rights:	Ignore	Ignore	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	2 0 3 0 0	0 0 3 0 1

Volume Module:

Base Vol:	0 0 0	25 0 101	386 1470 0	0 0 953 168
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	25 0 101	398 1514 0	0 0 982 173
Added Vol:	0 0 0	0 0 0	0 151 0	0 357 0
PasserByVol:	0 0 0	5 0 18	6 35 0	0 20 2
Initial Fut:	0 0 0	30 0 119	404 1700 0	0 1359 175
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Volume:	0 0 0	30 0 0	404 1700 0	0 1359 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	30 0 0	404 1700 0	0 1359 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
FinalVolume:	0 0 0	30 0 0	404 1700 0	0 1359 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.01 0.00 0.00	0.13 0.35 0.00	0.00 0.00 0.28 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #12 Avocado Ave (NS) at East Coast Hwy (EW)

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.532  
 Loss Time (sec):       0 (Y+R=4.0 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	2  0  1  0  1	1  0  3  0  1	1  0  3  0  1

Volume Module:

Base Vol:	66   84   120	66   62   72	176 1118	59	107 987	196
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03	1.03	1.03 1.03	1.03
Initial Bse:	66   84   120	66   62   72	181 1152	61	110 1017	202
Added Vol:	0   0   0	0   0   0	0   151	0	0   357	0
PasserByVol:	0   0   0	2   0   3	23   18	0	0   19	16
Initial Fut:	66   84   120	68   62   75	204 1321	61	110 1393	218
User Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	66   84   120	68   62   0	204 1321	61	110 1393	218
Reduct Vol:	0   0   0	0   0   0	0   0	0	0   0	0
Reduced Vol:	66   84   120	68   62   0	204 1321	61	110 1393	218
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:	66   84   120	68   62   0	204 1321	61	110 1393	218

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.04 0.05 0.08	0.02 0.04 0.00	0.13 0.28 0.04	0.07 0.29 0.14
Crit Moves:	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
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Level Of Service Computation Report

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

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Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
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:	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	588 0 323	484 896 0	0 880 851
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	606 0 333	499 923 0	0 906 877
Added Vol:	0 0 0	44 0 9	8 143 0	0 348 115
PasserByVol:	0 0 0	10 0 4	4 17 0	0 30 2
Initial Fut:	0 0 0	660 0 346	511 1083 0	0 1284 994
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	660 0 0	511 1083 0	0 1284 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	660 0 0	511 1083 0	0 1284 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	660 0 0	511 1083 0	0 1284 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	0.21 0.00 0.00	0.16 0.23 0.00	0.00 0.27 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
 -----

Level Of Service Computation Report

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

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

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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	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	564 0 416	0 1244 92	0 1977 616
Growth Adj:	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0 0 0	581 0 428	0 1281 95	0 2036 634
Added Vol:	0 0 0	16 0 0	0 209 4	0 186 0
PasserByVol:	0 0 0	31 0 19	0 93 14	0 52 15
Initial Fut:	0 0 0	628 0 447	0 1583 113	0 2274 649
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	628 0 447	0 1583 0	0 2274 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	628 0 447	0 1583 0	0 2274 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	628 0 447	0 1583 0	0 2274 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	0.20 0.00 0.28	0.00 0.49 0.00	0.00 0.47 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.910
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

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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:	9 12 12	73 4 441	254 1599 13	38 2484 57
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	9 12 12	73 4 441	262 1647 13	39 2559 59
Added Vol:	0 0 0	0 0 43	28 197 0	0 166 0
PasserByVol:	0 0 0	1 0 0	1 157 0	0 165 1
Initial Fut:	9 12 12	74 4 484	291 2001 13	39 2890 60
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	9 12 12	74 4 484	291 2001 13	39 2890 60
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	9 12 12	74 4 484	291 2001 13	39 2890 60
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	9 12 12	74 4 484	291 2001 13	39 2890 60
OvlAdjVol:		193		

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.27 0.37 0.36	0.95 0.05 1.00	1.00 1.99 0.01	1.00 3.00 1.00
Final Sat.:	436 582 582	1518 82 1600	1600 3179 21	1600 4800 1600

Capacity Analysis Module:

Vol/Sat:	0.01 0.02 0.02	0.05 0.05 0.30	0.18 0.63 0.63	0.02 0.60 0.04
OvlAdjV/S:		0.12		
Crit Moves:	****	****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.706  
 Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):       xxxxxx  
 Optimal Cycle:        100                        Level Of Service:               C

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

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Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	0  1  0  0  0	0  0  1! 0  0	1  0  1  1  0	0  0  2  1  0

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Volume Module:

Base Vol:	2	1	0	37	2	25	65	1622	5	0	2540	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	1	0	37	2	25	67	1671	5	0	2616	42
Added Vol:	0	0	0	0	0	0	0	197	0	0	166	0
PasserByVol:	0	0	0	0	0	0	0	158	0	0	166	0
Initial Fut:	2	1	0	37	2	25	67	2026	5	0	2948	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	0	37	2	25	67	2026	5	0	2948	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	0	37	2	25	67	2026	5	0	2948	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	0	37	2	25	67	2026	5	0	2948	42

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	0.00	0.58	0.03	0.39	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	1067	533	0	925	50	625	1600	3192	8	0	4732	68

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.04	0.04	0.04	0.63	0.63	0.00	0.62	0.62
Crit Moves:	****				****		****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #4 Irvine Ave (NS) at 19th St/Dover Dr (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.765  
 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:	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  0  1  0

Volume Module:

Base Vol:	75	626	22	141	1237	87	40	89	39	35	189	252
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	645	23	145	1274	90	40	89	39	35	189	252
Added Vol:	0	5	0	3	4	0	0	0	0	0	0	4
PasserByVol:	2	36	0	9	22	0	0	0	2	0	0	9
Initial Fut:	79	686	23	157	1300	90	40	89	41	35	189	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	686	23	157	1300	90	40	89	41	35	189	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	686	23	157	1300	90	40	89	41	35	189	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	686	23	157	1300	90	40	89	41	35	189	265

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.68	0.32	1.00	0.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1095	505	1600	666	934

Capacity Analysis Module:

Vol/Sat:	0.05	0.21	0.01	0.10	0.41	0.06	0.03	0.08	0.08	0.02	0.28	0.28
Crit Moves:	****				****		****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #5 Irvine Ave (NS) at 17th St/Westcliff Dr (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.701  
 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
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

Volume Module:

Base Vol:	265	408	46	142	610	361	270	576	172	96	672	81
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	420	47	146	628	372	270	576	172	96	672	81
Added Vol:	0	5	0	0	4	0	0	109	0	0	121	0
PasserByVol:	22	26	0	10	14	1	1	33	14	0	43	13
Initial Fut:	295	451	47	156	646	373	271	718	186	96	836	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	451	47	156	646	373	271	718	186	96	836	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	451	47	156	646	373	271	718	186	96	836	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	451	47	156	646	373	271	718	186	96	836	94

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.59	0.41	1.00	1.80	0.20
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	2542	658	1600	2877	323

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.03	0.05	0.20	0.23	0.08	0.28	0.28	0.06	0.29	0.29
Crit Moves:	****			****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	0 (Y+R=4.0 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	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:	645 532 0	0 379 93	124 0 455	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	645 532 0	0 379 93	124 0 455	0 0 0
Added Vol:	30 4 0	0 3 0	0 0 49	0 0 0
PasserByVol:	34 15 0	0 15 2	2 0 51	0 0 0
Initial Fut:	709 551 0	0 397 95	126 0 555	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:	709 551 0	0 397 95	126 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	709 551 0	0 397 95	126 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:	709 551 0	0 397 95	126 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:	0.22 0.17 0.00	0.00 0.25 0.06	0.04 0.00 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.550  
 Loss Time (sec):       0 (Y+R=4.0 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

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0   0   0	0   0   0	0   0   0	0   0   0
Lanes:	1  0  2  0  1	1  0  2  0  1	0  1  0  0  1	1  0  1  0  1

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Volume Module:

Base Vol:	180 1118	43	73 772	18	19 31	158	27 18	46
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse:	180 1118	43	73 772	18	19 31	158	27 18	46
Added Vol:	0  34	0	0  51	0	0  0	0	0  0	0
PasserByVol:	25  47	0	0  66	0	7  0	22	0  0	0
Initial Fut:	205 1199	43	73 889	18	26 31	180	27 18	46
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	205 1199	43	73 889	18	26 31	180	27 18	46
Reduct Vol:	0  0	0	0  0	0	0  0	0	0  0	0
Reduced Vol:	205 1199	43	73 889	18	26 31	180	27 18	46
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	205 1199	43	73 889	18	26 31	180	27 18	46

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Saturation Flow Module:

Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	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	0.46 0.54	1.00	1.00 1.00	1.00
Final Sat.:	1600 3200	1600	1600 3200	1600	730 870	1600	1600 1600	1600

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Capacity Analysis Module:

Vol/Sat:	0.13 0.37	0.03	0.05 0.28	0.01	0.02 0.04	0.11	0.02 0.01	0.03
Crit Moves:	****		****			****	****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

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Cycle (sec):           100                               Critical Vol./Cap.(X):           0.741  
 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	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

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Volume Module:

Base Vol:	19	46	22	774	61	104	103	1309	32	35	1975	1213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	46	22	774	61	104	106	1348	33	36	2034	1249
Added Vol:	0	0	0	48	0	4	6	214	0	0	171	29
PasserByVol:	0	0	0	68	0	37	38	121	0	0	136	60
Initial Fut:	19	46	22	890	61	145	150	1683	33	36	2341	1338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	46	22	890	61	145	150	1683	33	36	2341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	46	22	890	61	145	150	1683	33	36	2341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	46	22	890	61	145	150	1683	33	36	2341	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	2165	1035	4800	1600	1600	3200	4708	92	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.19	0.04	0.09	0.05	0.36	0.36	0.02	0.49	0.00
Crit Moves:	****			****			****				****	

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AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour

Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: C

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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:	459	15	44	27	21	46	46	1677	373	55	2761	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	459	15	44	27	21	46	47	1727	384	57	2844	38
Added Vol:	0	0	0	0	0	0	0	261	0	0	200	0
PasserByVol:	7	6	0	98	7	80	80	87	2	10	91	30
Initial Fut:	466	21	44	125	28	126	127	2075	386	67	3135	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	21	44	125	28	126	127	2075	386	67	3135	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	21	44	125	28	126	127	2075	386	67	3135	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	21	44	125	28	126	127	2075	386	67	3135	68

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.63	0.12	0.25	1.00	0.18	0.82	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4212	190	398	1600	291	1309	1600	4800	1600	1600	6264	136

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.08	0.10	0.10	0.08	0.43	0.24	0.04	0.50	0.50
Crit Moves:			****		****		****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                                   Critical Vol./Cap.(X):           0.758  
 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:	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:	27	251	70	131	445	1052	602	1024	8	120	1747	181
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	259	72	135	458	1084	620	1055	8	124	1799	186
Added Vol:	0	15	3	128	15	22	28	234	0	4	178	77
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	28	274	77	271	475	1201	755	1330	8	130	2058	265
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:	28	274	77	271	475	0	755	1330	8	130	2058	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	274	77	271	475	0	755	1330	8	130	2058	265
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:	28	274	77	271	475	0	755	1330	8	130	2058	265

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1600	2496	704	1600	3200	1600	4800	6361	39	3200	6400	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.11	0.11	0.17	0.15	0.00	0.16	0.21	0.21	0.04	0.32	0.17
Crit Moves:	****			****			****				****	

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
 -----

Level Of Service Computation Report

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

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Intersection #11 Newport Center Dr (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.506  
 Loss Time (sec):       0 (Y+R=4.0 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	Permitted
Rights:	Ignore	Ignore	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	2   0   3   0   0	0   0   3   0   1

Volume Module:

Base Vol:	0   0   0	169   0   545	234 1100   0	0 1439   98
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.03 1.03 1.03	1.03 1.03 1.03
Initial Bse:	0   0   0	169   0   545	241 1133   0	0 1482   101
Added Vol:	0   0   0	0   0   0	0 365   0	0 259   0
PasserByVol:	0   0   0	5   0   32	13 23   0	0 44   9
Initial Fut:	0   0   0	174   0   577	254 1521   0	0 1785   110
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
PHF Volume:	0   0   0	174   0   0	254 1521   0	0 1785   0
Reduct Vol:	0   0   0	0   0   0	0   0   0	0   0   0
Reduced Vol:	0   0   0	174   0   0	254 1521   0	0 1785   0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 0.00
FinalVolume:	0   0   0	174   0   0	254 1521   0	0 1785   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	0.08 0.32 0.00	0.00 0.00 0.37 0.00
Crit Moves:		****	****	****

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+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 Avocado Ave (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.537  
 Loss Time (sec):       0 (Y+R=4.0 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	2  0  1  0  1	1  0  3  0  1	1  0  3  0  1

Volume Module:

Base Vol:	109	72	112	244	111	233	130	1093	54	99	1121	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	109	72	112	244	111	233	134	1126	56	102	1155	98
Added Vol:	0	0	0	0	0	0	0	365	0	0	259	0
PasserByVol:	0	0	0	15	0	23	5	21	0	0	25	3
Initial Fut:	109	72	112	259	111	256	139	1512	56	102	1439	101
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:	109	72	112	259	111	0	139	1512	56	102	1439	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	72	112	259	111	0	139	1512	56	102	1439	101
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:	109	72	112	259	111	0	139	1512	56	102	1439	101

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.07	0.08	0.07	0.00	0.09	0.31	0.03	0.06	0.30	0.06
Crit Moves:			****	****			****			****		

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

Intersection #13 MacArthur Blvd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.673
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:	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	0	2	0	3	0	0	0	0	3	0	1

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Volume Module:

Base Vol:	0	0	0	729	0	322	402	1085	0	0	985	558
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	751	0	332	414	1118	0	0	1015	575
Added Vol:	0	0	0	117	0	8	7	358	0	0	251	78
PasserByVol:	0	0	0	3	0	6	6	29	0	0	19	5
Initial Fut:	0	0	0	871	0	346	427	1505	0	0	1285	658
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	871	0	0	427	1505	0	0	1285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	871	0	0	427	1505	0	0	1285	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	871	0	0	427	1505	0	0	1285	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	0.27	0.00	0.00	0.13	0.31	0.00	0.00	0.27	0.00
Crit Moves:				****			****			****		

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**APPENDIX G**

**State Highway Intersection  
Delay and Level of Service Worksheets**

**Existing**

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

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

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and various volume/adjustment metrics.

Saturation Flow Module table with 12 columns for saturation flow, adjustment factors, lanes, and final saturation.

Capacity Analysis Module table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

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

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 100 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 13 rows of volume-related metrics.

Saturation Flow Module table with 13 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 13 columns and 10 rows of capacity analysis metrics.

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



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

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

Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.3
Optimal Cycle: 100 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

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

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

\*\*\*\*\*

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

\*\*\*\*\*

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Morning Peak Hour

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

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 100 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

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

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity and delay metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

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

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

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

Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 3.0
Optimal Cycle: 100 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

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

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 13 rows of volume and adjustment factors.

Saturation Flow Module: Table with 12 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, and Delay/Veh.

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



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

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

\*\*\*\*\*
Intersection #9 Bayside Drive (NS) at East Coast Hwy (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each bound.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016)
Evening Peak Hour

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

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 100 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

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

**Existing Plus Project**

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

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

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

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

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 100 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.3
Optimal Cycle: 100 Level of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 13 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 10 rows of capacity and delay analysis data.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

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

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 13 rows of volume-related metrics.

Saturation Flow Module table with 13 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 13 columns and 10 rows of capacity analysis data.

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



AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Morning Peak Hour

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

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 100 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment values.

Capacity Analysis Module table with 13 columns and 10 rows showing capacity analysis metrics.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

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

Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity and delay metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

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

Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 13 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

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

Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 3.0
Optimal Cycle: 100 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

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

Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic volumes and adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 100 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic directions and various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

AUTONATION PORSCHE DEALERSHIP
Existing (Year 2016) + Project
Evening Peak Hour

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

Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 100 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns representing different volume and adjustment factors.

Saturation Flow Module table with 13 columns representing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns representing capacity analysis metrics.

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

**Cumulative Year 2019 Without Project**



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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.889  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8  
 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:	Split Phase			Split Phase			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	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	455	0	240	0	2286	136	0	808	374
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	482	0	254	0	2423	144	0	856	396
Added Vol:	0	0	0	21	0	0	0	114	4	0	180	0
PasserByVol:	0	0	0	21	0	35	0	25	10	0	53	14
Initial Fut:	0	0	0	524	0	289	0	2562	158	0	1089	410
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	524	0	289	0	2562	0	0	1089	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	524	0	289	0	2562	0	0	1089	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	524	0	289	0	2562	0	0	1089	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	0.15	0.00	0.18	0.00	0.71	0.00	0.00	0.21	0.00
Crit Moves:						****			****			
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.80	0.00	0.00	0.80	0.00
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.89	0.00	0.89	0.00	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	41.7	0.0	63.3	0.0	10.8	0.0	0.0	2.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.7	0.0	63.3	0.0	10.8	0.0	0.0	2.6	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	9	0	12	0	32	0	0	3	0

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 Note: Queue reported is the number of cars per lane.  
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AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0  
 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:	2	2	3	65	0	342	283	2262	11	13	1233	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	2	3	65	0	342	300	2398	12	14	1307	61
Added Vol:	0	0	0	0	0	13	33	103	0	0	176	0
PasserByVol:	0	0	0	1	0	1	0	137	0	0	110	0
Initial Fut:	2	2	3	66	0	356	333	2638	12	14	1593	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:	2	2	3	66	0	356	333	2638	12	14	1593	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	3	66	0	356	333	2638	12	14	1593	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:	2	2	3	66	0	356	333	2638	12	14	1593	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.47	0.47	0.78	1.00	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.28	0.29	0.43	1.00	0.00	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	254	254	381	1490	0	1615	1805	3591	16	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.04	0.00	0.22	0.18	0.73	0.73	0.01	0.31	0.04
Crit Moves:				****				****		****		
Green/Cycle:	0.06	0.06	0.06	0.06	0.00	0.41	0.35	0.93	0.93	0.01	0.59	0.59
Volume/Cap:	0.14	0.14	0.14	0.79	0.00	0.54	0.52	0.79	0.79	0.79	0.52	0.06
Delay/Veh:	46.2	46.2	46.2	84.2	0.0	23.2	26.3	2.1	2.1	163.7	12.3	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	46.2	46.2	84.2	0.0	23.2	26.3	2.1	2.1	163.7	12.3	8.8
LOS by Move:	D	D	D	F	A	C	C	A	A	F	B	A
HCM2kAvgQ:	0	0	0	4	0	9	8	13	13	1	11	1

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.781  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.7  
 Optimal Cycle: 100 Level Of Service: A

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

Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 0 1! 0 0	1 0 1 1 0	0 0 2 1 0

Volume Module:

Base Vol:	0 1 0	42 0 15	25 2298 0	0 0 1302 35
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.06 1.06 1.06	1.06 1.06 1.06
Initial Bse:	0 1 0	42 0 15	27 2436 0	0 0 1380 37
Added Vol:	0 0 0	0 0 0	0 103 0	0 176 0
PasserByVol:	0 0 0	0 0 0	0 138 0	0 110 0
Initial Fut:	0 1 0	42 0 15	27 2677 0	0 1666 37
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 1 0	42 0 15	27 2677 0	0 1666 37
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1 0	42 0 15	27 2677 0	0 1666 37
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 1 0	42 0 15	27 2677 0	0 1666 37

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 1.00 1.00	0.76 1.00 0.76	0.95 0.95 0.95	1.00 0.91 0.91
Lanes:	0.00 1.00 0.00	0.74 0.00 0.26	1.00 2.00 0.00	0.00 2.93 0.07
Final Sat.:	0 1900 0	1066 0 381	1805 3610 0	0 5059 113

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.04 0.00 0.04	0.01 0.74 0.00	0.00 0.33 0.33
Crit Moves:		****	****	****
Green/Cycle:	0.00 0.05 0.00	0.05 0.00 0.05	0.04 0.95 0.00	0.00 0.91 0.91
Volume/Cap:	0.00 0.01 0.00	0.78 0.00 0.78	0.36 0.78 0.00	0.00 0.36 0.36
Delay/Veh:	0.0 45.1 0.0	87.6 0.0 87.6	49.8 1.7 0.0	0.0 0.7 0.7
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:	0.0 45.1 0.0	87.6 0.0 87.6	49.8 1.7 0.0	0.0 0.7 0.7
LOS by Move:	A D A	F A F	D A A	A A A
HCM2kAvgQ:	0 0 0	3 0 3	1 11 0	0 3 3

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7  
 Optimal Cycle: 100 Level Of Service: B

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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:	30	47	46	939	49	123	113	1931	18	30	1130	658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	47	46	939	49	123	116	1989	19	31	1164	678
Added Vol:	0	0	0	14	0	0	0	103	0	0	176	48
PasserByVol:	0	0	0	43	0	19	27	107	0	0	88	45
Initial Fut:	30	47	46	996	49	142	143	2199	19	31	1428	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	47	46	996	49	142	143	2199	19	31	1428	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	47	46	996	49	142	143	2199	19	31	1428	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	47	46	996	49	142	143	2199	19	31	1428	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	1.01	0.99	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1805	1689	1653	5253	1900	1615	3502	5138	43	1805	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.19	0.03	0.09	0.04	0.43	0.43	0.02	0.28	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.29	0.29	0.29	0.09	0.65	0.65	0.03	0.58	0.00
Volume/Cap:	0.40	0.66	0.66	0.66	0.09	0.31	0.47	0.66	0.66	0.66	0.47	0.00
Delay/Veh:	50.0	58.5	58.5	32.6	26.2	28.3	44.6	11.5	11.5	78.6	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	58.5	58.5	32.6	26.2	28.3	44.6	11.5	11.5	78.6	12.0	0.0
LOS by Move:	D	E	E	C	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	10	1	4	3	16	16	2	9	0

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.741  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4  
 Optimal Cycle: 100 Level Of Service: B

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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:	391	12	43	30	5	42	26	2517	388	72	1426	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	391	12	43	30	5	42	27	2593	400	74	1469	11
Added Vol:	0	0	0	0	0	0	0	117	0	0	224	0
PasserByVol:	1	6	0	62	3	41	74	64	0	2	80	15
Initial Fut:	392	18	43	92	8	83	101	2774	400	76	1773	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	18	43	92	8	83	101	2774	400	76	1773	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	18	43	92	8	83	101	2774	400	76	1773	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	18	43	92	8	83	101	2774	400	76	1773	26

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:	2.69	0.09	0.22	1.00	0.09	0.91	1.00	3.00	1.00	1.00	3.94	0.06
Final Sat.:	4685	165	395	1805	144	1496	1805	5187	1615	1805	6801	101

Capacity Analysis Module:

Vol/Sat:	0.08	0.11	0.11	0.05	0.06	0.06	0.06	0.53	0.25	0.04	0.26	0.26
Crit Moves:			****		****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.07	0.07	0.07	0.14	0.72	0.72	0.06	0.64	0.64
Volume/Cap:	0.57	0.74	0.74	0.68	0.74	0.74	0.41	0.74	0.34	0.74	0.41	0.41
Delay/Veh:	40.7	45.7	45.7	58.3	66.6	66.6	40.5	9.2	5.3	71.2	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	45.7	45.7	58.3	66.6	66.6	40.5	9.2	5.3	71.2	8.8	8.8
LOS by Move:	D	D	D	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	7	7	4	4	4	3	20	5	4	7	7

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Morning Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.627  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9  
 Optimal Cycle: 100 Level Of Service: C

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Approach:	North Bound			South Bound			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:	24	334	98	155	264	614	981	1593	9	71	836	93
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	344	101	160	272	632	1010	1641	9	73	861	96
Added Vol:	0	11	2	38	16	15	10	107	0	4	209	129
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	25	355	105	206	290	742	1127	1789	9	79	1151	227
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:	25	355	105	206	290	0	1127	1789	9	79	1151	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	355	105	206	290	0	1127	1789	9	79	1151	227
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:	25	355	105	206	290	0	1127	1789	9	79	1151	227

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	1.00	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1805	2692	796	1805	3610	1900	5253	6873	36	3502	6916	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.13	0.11	0.08	0.00	0.21	0.26	0.26	0.02	0.17	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.21	0.21	0.18	0.34	0.00	0.34	0.56	0.56	0.05	0.27	0.27
Volume/Cap:	0.24	0.63	0.63	0.63	0.24	0.00	0.63	0.47	0.47	0.47	0.63	0.53
Delay/Veh:	46.3	37.6	37.6	41.6	24.1	0.0	28.2	13.2	13.2	48.3	33.1	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	37.6	37.6	41.6	24.1	0.0	28.2	13.2	13.2	48.3	33.1	32.6
LOS by Move:	D	D	D	D	C	A	C	B	B	D	C	C
HCM2kAvgQ:	1	8	8	7	3	0	11	9	9	2	9	6

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8  
 Optimal Cycle: 100 Level Of Service: B

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

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Control:	Split Phase	Split Phase	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

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Volume Module:

Base Vol:	0	0	0	548	0	404	0	1208	89	0	1919	598
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	581	0	428	0	1280	94	0	2034	634
Added Vol:	0	0	0	11	0	0	0	208	4	0	184	0
PasserByVol:	0	0	0	31	0	19	0	93	14	0	52	15
Initial Fut:	0	0	0	623	0	447	0	1581	112	0	2270	649
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	623	0	447	0	1581	0	0	2270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	623	0	447	0	1581	0	0	2270	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	623	0	447	0	1581	0	0	2270	0

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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

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.28	0.00	0.44	0.00	0.00	0.44	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	0.46	0.00	0.72	0.00	0.72	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	29.9	0.0	14.5	0.0	0.0	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.1	0.0	29.9	0.0	14.5	0.0	0.0	14.1	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	13	0	18	0	0	18	0

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.854  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2  
 Optimal Cycle: 100 Level Of Service: B

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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:	9	12	12	73	4	441	247	1552	13	37	2412	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	9	12	12	73	4	441	262	1645	14	39	2557	58
Added Vol:	0	0	0	0	0	43	28	190	0	0	156	0
PasserByVol:	0	0	0	1	0	0	1	157	0	0	165	1
Initial Fut:	9	12	12	74	4	484	291	1992	14	39	2878	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:	9	12	12	74	4	484	291	1992	14	39	2878	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	12	12	74	4	484	291	1992	14	39	2878	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:	9	12	12	74	4	484	291	1992	14	39	2878	59

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.76	0.76	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.27	0.37	0.36	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	470	626	626	1372	74	1615	1805	3582	25	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.30	0.16	0.56	0.56	0.02	0.55	0.04
Crit Moves:						****	****			****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.35	0.19	0.81	0.81	0.03	0.65	0.65
Volume/Cap:	0.12	0.12	0.12	0.33	0.33	0.85	0.85	0.69	0.69	0.69	0.85	0.06
Delay/Veh:	36.0	36.0	36.0	37.9	37.9	42.2	57.8	4.9	4.9	78.2	16.1	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	36.0	36.0	37.9	37.9	42.2	57.8	4.9	4.9	78.2	16.1	6.4
LOS by Move:	D	D	D	D	D	D	E	A	A	E	B	A
HCM2kAvgQ:	1	1	1	2	2	17	11	15	15	2	28	1

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.655  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1  
 Optimal Cycle: 100 Level Of Service: A

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

Volume Module:

Base Vol:	2	1	0	37	2	25	63	1575	5	0	2466	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	1	0	37	2	25	67	1670	5	0	2614	42
Added Vol:	0	0	0	0	0	0	0	190	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	158	0	0	166	0
Initial Fut:	2	1	0	37	2	25	67	2018	5	0	2936	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	0	37	2	25	67	2018	5	0	2936	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	0	37	2	25	67	2018	5	0	2936	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	0	37	2	25	67	2018	5	0	2936	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	1.00	0.80	0.80	0.80	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.67	0.33	0.00	0.58	0.03	0.39	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	1068	534	0	875	47	591	1805	3601	9	0	5103	74

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.04	0.04	0.56	0.56	0.00	0.58	0.58
Crit Moves:					****			****			****	
Green/Cycle:	0.06	0.06	0.00	0.06	0.06	0.06	0.06	0.94	0.94	0.00	0.88	0.88
Volume/Cap:	0.03	0.03	0.00	0.65	0.65	0.65	0.65	0.60	0.60	0.00	0.65	0.65
Delay/Veh:	43.9	43.9	0.0	60.6	60.6	60.6	60.5	0.8	0.8	0.0	2.1	2.1
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:	43.9	43.9	0.0	60.6	60.6	60.6	60.5	0.8	0.8	0.0	2.1	2.1
LOS by Move:	D	D	A	E	E	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	3	6	6	0	10	10

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.679  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0  
 Optimal Cycle: 100 Level Of Service: B

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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:	19	46	22	774	61	104	103	1309	32	35	1975	1213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	46	22	774	61	104	106	1348	33	36	2034	1249
Added Vol:	0	0	0	48	0	0	0	190	0	0	156	29
PasserByVol:	0	0	0	68	0	37	38	121	0	0	136	60
Initial Fut:	19	46	22	890	61	141	144	1659	33	36	2326	1338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	46	22	890	61	141	144	1659	33	36	2326	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	46	22	890	61	141	144	1659	33	36	2326	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	46	22	890	61	141	144	1659	33	36	2326	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.92	1.00	0.85	0.92	0.91	0.91	0.95	0.91	1.00
Lanes:	1.00	1.35	0.65	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1805	2322	1111	5253	1900	1615	3502	5071	101	1805	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.17	0.03	0.09	0.04	0.33	0.33	0.02	0.45	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.03	0.03	0.25	0.25	0.25	0.06	0.68	0.68	0.04	0.66	0.00
Volume/Cap:	0.36	0.68	0.68	0.68	0.13	0.35	0.68	0.48	0.48	0.48	0.68	0.00
Delay/Veh:	51.8	65.3	65.3	35.4	29.2	31.4	54.6	7.7	7.7	51.7	11.0	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:	51.8	65.3	65.3	35.4	29.2	31.4	54.6	7.7	7.7	51.7	11.0	0.0
LOS by Move:	D	E	E	D	C	C	D	A	A	D	B	A
HCM2kAvgQ:	1	2	2	10	1	4	4	9	9	2	17	0

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.751  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8  
 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:	Split Phase			Split Phase			Protected			Protected											
Rights:	Include			Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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:	459	15	44	27	21	46	46	1677	373	55	2761	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	459	15	44	27	21	46	47	1727	384	57	2844	38
Added Vol:	0	0	0	0	0	0	0	238	0	0	185	0
PasserByVol:	7	6	0	98	7	80	80	87	2	10	91	30
Initial Fut:	466	21	44	125	28	126	127	2052	386	67	3120	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	21	44	125	28	126	127	2052	386	67	3120	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	21	44	125	28	126	127	2052	386	67	3120	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	21	44	125	28	126	127	2052	386	67	3120	68

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	0.88	0.88	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	2.71	0.09	0.20	1.00	0.18	0.82	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4730	168	351	1805	303	1363	1805	5187	1615	1805	6748	147

Capacity Analysis Module:

Vol/Sat:	0.10	0.13	0.13	0.07	0.09	0.09	0.07	0.40	0.24	0.04	0.46	0.46
Crit Moves:			****			****	****				****	
Green/Cycle:	0.17	0.17	0.17	0.12	0.12	0.12	0.09	0.65	0.65	0.06	0.62	0.62
Volume/Cap:	0.59	0.75	0.75	0.56	0.75	0.75	0.75	0.61	0.37	0.61	0.75	0.75
Delay/Veh:	39.6	44.2	44.2	44.6	56.7	56.7	61.1	10.5	8.3	55.4	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	44.2	44.2	44.6	56.7	56.7	61.1	10.5	8.3	55.4	14.5	14.5
LOS by Move:	D	D	D	D	E	E	E	B	A	E	B	B
HCM2kAvgQ:	6	8	8	4	6	6	6	14	6	3	20	20

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing + Growth (Year 2019) + Approved Projects + Cumulative Projects  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0  
 Optimal Cycle: 100 Level Of Service: C

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Approach:	North Bound			South Bound			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:	27	251	70	131	445	1052	602	1024	8	120	1747	181
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	259	72	135	458	1084	620	1055	8	124	1799	186
Added Vol:	0	15	3	128	15	13	14	224	0	4	172	77
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	28	274	77	271	475	1192	741	1320	8	130	2052	265
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:	28	274	77	271	475	0	741	1320	8	130	2052	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	274	77	271	475	0	741	1320	8	130	2052	265
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:	28	274	77	271	475	0	741	1320	8	130	2052	265

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	1.00	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	1.56	0.44	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1805	2723	768	1805	3610	1900	5253	6866	43	3502	6916	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.10	0.15	0.13	0.00	0.14	0.19	0.19	0.04	0.30	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.15	0.15	0.22	0.33	0.00	0.20	0.53	0.53	0.10	0.43	0.43
Volume/Cap:	0.40	0.69	0.69	0.69	0.40	0.00	0.69	0.36	0.36	0.36	0.69	0.38
Delay/Veh:	50.8	44.5	44.5	41.1	26.4	0.0	38.7	13.5	13.5	42.4	23.7	19.7
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:	50.8	44.5	44.5	41.1	26.4	0.0	38.7	13.5	13.5	42.4	23.7	19.7
LOS by Move:	D	D	D	D	C	A	D	B	B	D	C	B
HCM2kAvgQ:	1	7	7	9	6	0	8	6	6	2	15	6

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

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**Cumulative Year 2019 With Project**

AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour

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

\*\*\*\*\*  
 Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0  
 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			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	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	455	0	240	0	2286	136	0	808	374
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	482	0	254	0	2423	144	0	856	396
Added Vol:	0	0	0	32	0	0	0	117	4	0	181	0
PasserByVol:	0	0	0	21	0	35	0	25	10	0	53	14
Initial Fut:	0	0	0	535	0	289	0	2565	158	0	1090	410
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	535	0	289	0	2565	0	0	1090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	535	0	289	0	2565	0	0	1090	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	535	0	289	0	2565	0	0	1090	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	0.15	0.00	0.18	0.00	0.71	0.00	0.00	0.21	0.00
Crit Moves:						****			****			
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.80	0.00	0.00	0.80	0.00
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.89	0.00	0.89	0.00	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	42.4	0.0	63.4	0.0	10.9	0.0	0.0	2.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.4	0.0	63.4	0.0	10.9	0.0	0.0	2.6	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	10	0	12	0	32	0	0	3	0

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

AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1  
 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:	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:	2	2	3	65	0	342	283	2262	11	13	1233	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	2	3	65	0	342	300	2398	12	14	1307	61
Added Vol:	0	0	0	0	0	13	33	117	0	0	180	0
PasserByVol:	0	0	0	1	0	1	0	137	0	0	110	0
Initial Fut:	2	2	3	66	0	356	333	2652	12	14	1597	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:	2	2	3	66	0	356	333	2652	12	14	1597	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	3	66	0	356	333	2652	12	14	1597	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:	2	2	3	66	0	356	333	2652	12	14	1597	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.54	0.54	0.78	1.00	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.28	0.29	0.43	1.00	0.00	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	293	293	439	1476	0	1615	1805	3591	16	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.04	0.00	0.22	0.18	0.74	0.74	0.01	0.31	0.04
Crit Moves:				****				****		****		
Green/Cycle:	0.06	0.06	0.06	0.06	0.00	0.41	0.35	0.93	0.93	0.01	0.59	0.59
Volume/Cap:	0.12	0.12	0.12	0.79	0.00	0.54	0.52	0.79	0.79	0.79	0.52	0.06
Delay/Veh:	45.8	45.8	45.8	85.2	0.0	23.2	26.4	2.2	2.2	165.9	12.3	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	45.8	85.2	0.0	23.2	26.4	2.2	2.2	165.9	12.3	8.8
LOS by Move:	D	D	D	F	A	C	C	A	A	F	B	A
HCM2kAvgQ:	0	0	0	4	0	9	8	13	13	1	11	1

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

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AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour

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

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.7  
 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			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	1	0	0	0	2	1	0

Volume Module:

Base Vol:	0	1	0	42	0	15	25	2298	0	0	1302	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	0	42	0	15	27	2436	0	0	1380	37
Added Vol:	0	0	0	0	0	0	0	117	0	0	180	0
PasserByVol:	0	0	0	0	0	0	0	138	0	0	110	0
Initial Fut:	0	1	0	42	0	15	27	2691	0	0	1670	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	0	42	0	15	27	2691	0	0	1670	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	42	0	15	27	2691	0	0	1670	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	42	0	15	27	2691	0	0	1670	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.76	1.00	0.76	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	1.00	0.00	0.74	0.00	0.26	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	1900	0	1066	0	381	1805	3610	0	0	5059	112

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.75	0.00	0.00	0.33	0.33
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.05	0.00	0.05	0.00	0.05	0.04	0.95	0.00	0.00	0.91	0.91
Volume/Cap:	0.00	0.01	0.00	0.78	0.00	0.78	0.36	0.78	0.00	0.00	0.36	0.36
Delay/Veh:	0.0	45.2	0.0	88.6	0.0	88.6	49.8	1.7	0.0	0.0	0.7	0.7
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:	0.0	45.2	0.0	88.6	0.0	88.6	49.8	1.7	0.0	0.0	0.7	0.7
LOS by Move:	A	D	A	F	A	F	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	1	11	0	0	3	3

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.665  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7  
 Optimal Cycle: 100 Level Of Service: B

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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:	30	47	46	939	49	123	113	1931	18	30	1130	658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	47	46	939	49	123	116	1989	19	31	1164	678
Added Vol:	0	0	0	14	0	8	3	114	0	0	209	48
PasserByVol:	0	0	0	43	0	19	27	107	0	0	88	45
Initial Fut:	30	47	46	996	49	150	146	2210	19	31	1461	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	47	46	996	49	150	146	2210	19	31	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	47	46	996	49	150	146	2210	19	31	1461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	47	46	996	49	150	146	2210	19	31	1461	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	1.01	0.99	3.00	1.00	1.00	2.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1805	1689	1653	5253	1900	1615	3502	5139	43	1805	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.19	0.03	0.09	0.04	0.43	0.43	0.02	0.28	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.29	0.29	0.29	0.09	0.65	0.65	0.03	0.59	0.00
Volume/Cap:	0.40	0.66	0.66	0.66	0.09	0.33	0.48	0.66	0.66	0.66	0.48	0.00
Delay/Veh:	50.1	58.7	58.7	32.7	26.3	28.6	44.7	11.4	11.4	79.1	12.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	58.7	58.7	32.7	26.3	28.6	44.7	11.4	11.4	79.1	12.1	0.0
LOS by Move:	D	E	E	C	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	10	1	4	3	16	16	2	9	0

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.743  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3  
 Optimal Cycle: 100 Level Of Service: B

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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:	391	12	43	30	5	42	26	2517	388	72	1426	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	391	12	43	30	5	42	27	2593	400	74	1469	11
Added Vol:	0	0	0	0	0	0	0	128	0	0	257	0
PasserByVol:	1	6	0	62	3	41	74	64	0	2	80	15
Initial Fut:	392	18	43	92	8	83	101	2785	400	76	1806	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	18	43	92	8	83	101	2785	400	76	1806	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	18	43	92	8	83	101	2785	400	76	1806	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	18	43	92	8	83	101	2785	400	76	1806	26

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:	2.69	0.09	0.22	1.00	0.09	0.91	1.00	3.00	1.00	1.00	3.94	0.06
Final Sat.:	4685	165	395	1805	144	1496	1805	5187	1615	1805	6803	99

Capacity Analysis Module:

Vol/Sat:	0.08	0.11	0.11	0.05	0.06	0.06	0.06	0.54	0.25	0.04	0.27	0.27
Crit Moves:			****		****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.07	0.07	0.07	0.14	0.72	0.72	0.06	0.64	0.64
Volume/Cap:	0.57	0.74	0.74	0.68	0.74	0.74	0.41	0.74	0.34	0.74	0.41	0.41
Delay/Veh:	40.7	45.8	45.8	58.6	66.9	66.9	40.7	9.2	5.3	71.6	8.7	8.7
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:	40.7	45.8	45.8	58.6	66.9	66.9	40.7	9.2	5.3	71.6	8.7	8.7
LOS by Move:	D	D	D	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	7	7	4	4	4	3	20	5	4	7	7

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

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AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Morning Peak Hour

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

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.630  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9  
 Optimal Cycle: 100 Level Of Service: C

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Approach:	North Bound			South Bound			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:	24	334	98	155	264	614	981	1593	9	71	836	93
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	344	101	160	272	632	1010	1641	9	73	861	96
Added Vol:	0	11	2	38	16	34	16	111	0	4	223	129
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	25	355	105	206	290	761	1133	1793	9	79	1165	227
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:	25	355	105	206	290	0	1133	1793	9	79	1165	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	355	105	206	290	0	1133	1793	9	79	1165	227
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:	25	355	105	206	290	0	1133	1793	9	79	1165	227

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	1.00	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1805	2692	796	1805	3610	1900	5253	6874	36	3502	6916	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.13	0.11	0.08	0.00	0.22	0.26	0.26	0.02	0.17	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.21	0.21	0.18	0.33	0.00	0.34	0.56	0.56	0.05	0.27	0.27
Volume/Cap:	0.24	0.63	0.63	0.63	0.24	0.00	0.63	0.46	0.46	0.46	0.63	0.53
Delay/Veh:	46.3	37.8	37.8	41.8	24.3	0.0	28.3	13.1	13.1	48.3	33.0	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	37.8	37.8	41.8	24.3	0.0	28.3	13.1	13.1	48.3	33.0	32.4
LOS by Move:	D	D	D	D	C	A	C	B	B	D	C	C
HCM2kAvgQ:	1	8	8	7	3	0	11	9	9	2	9	6

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #1 Newport Blvd SB Ramps (NS) at West Coast Hwy (EW)

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.715  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8  
 Optimal Cycle: 100 Level Of Service: B

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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			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	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	548	0	404	0	1208	89	0	1919	598
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	581	0	428	0	1280	94	0	2034	634
Added Vol:	0	0	0	16	0	0	0	209	4	0	186	0
PasserByVol:	0	0	0	31	0	19	0	93	14	0	52	15
Initial Fut:	0	0	0	628	0	447	0	1582	112	0	2272	649
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	628	0	447	0	1582	0	0	2272	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	628	0	447	0	1582	0	0	2272	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	628	0	447	0	1582	0	0	2272	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	0.18	0.00	0.28	0.00	0.44	0.00	0.00	0.44	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	0.46	0.00	0.72	0.00	0.72	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	29.9	0.0	14.5	0.0	0.0	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.1	0.0	29.9	0.0	14.5	0.0	0.0	14.1	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	13	0	18	0	0	18	0

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

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AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour

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

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Intersection #2 Riverside Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.856  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3  
 Optimal Cycle: 100 Level Of Service: B

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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:	9	12	12	73	4	441	247	1552	13	37	2412	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	9	12	12	73	4	441	262	1645	14	39	2557	58
Added Vol:	0	0	0	0	0	43	28	197	0	0	166	0
PasserByVol:	0	0	0	1	0	0	1	157	0	0	165	1
Initial Fut:	9	12	12	74	4	484	291	1999	14	39	2888	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:	9	12	12	74	4	484	291	1999	14	39	2888	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	12	12	74	4	484	291	1999	14	39	2888	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:	9	12	12	74	4	484	291	1999	14	39	2888	59

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.76	0.76	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.27	0.37	0.36	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	470	626	626	1372	74	1615	1805	3582	25	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.30	0.16	0.56	0.56	0.02	0.56	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.35	0.19	0.81	0.81	0.03	0.65	0.65
Volume/Cap:	0.12	0.12	0.12	0.33	0.33	0.86	0.86	0.69	0.69	0.69	0.86	0.06
Delay/Veh:	36.0	36.0	36.0	38.0	38.0	42.5	58.1	5.0	5.0	78.7	16.2	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	36.0	36.0	38.0	38.0	42.5	58.1	5.0	5.0	78.7	16.2	6.4
LOS by Move:	D	D	D	D	D	D	E	A	A	E	B	A
HCM2kAvgQ:	1	1	1	2	2	17	12	15	15	2	28	1

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

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AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour

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

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Intersection #3 Tustin Ave (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1  
 Optimal Cycle: 100 Level Of Service: A

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

Volume Module:

Base Vol:	2	1	0	37	2	25	63	1575	5	0	2466	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	1	0	37	2	25	67	1670	5	0	2614	42
Added Vol:	0	0	0	0	0	0	0	197	0	0	166	0
PasserByVol:	0	0	0	0	0	0	0	158	0	0	166	0
Initial Fut:	2	1	0	37	2	25	67	2025	5	0	2946	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	0	37	2	25	67	2025	5	0	2946	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	0	37	2	25	67	2025	5	0	2946	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	0	37	2	25	67	2025	5	0	2946	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	1.00	0.80	0.80	0.80	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.67	0.33	0.00	0.58	0.03	0.39	1.00	1.99	0.01	0.00	2.96	0.04
Final Sat.:	1067	533	0	874	47	590	1805	3601	9	0	5103	73

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.04	0.04	0.56	0.56	0.00	0.58	0.58
Crit Moves:					****			****			****	
Green/Cycle:	0.06	0.06	0.00	0.06	0.06	0.06	0.06	0.94	0.94	0.00	0.88	0.88
Volume/Cap:	0.03	0.03	0.00	0.66	0.66	0.66	0.66	0.60	0.60	0.00	0.66	0.66
Delay/Veh:	44.0	44.0	0.0	60.8	60.8	60.8	60.8	0.8	0.8	0.0	2.1	2.1
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:	44.0	44.0	0.0	60.8	60.8	60.8	60.8	0.8	0.8	0.0	2.1	2.1
LOS by Move:	D	D	A	E	E	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	3	6	6	0	11	11

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Dover Dr/Bayshore Dr (NS) at West Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1  
 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			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:	19	46	22	774	61	104	103	1309	32	35	1975	1213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	46	22	774	61	104	106	1348	33	36	2034	1249
Added Vol:	0	0	0	48	0	4	6	214	0	0	171	29
PasserByVol:	0	0	0	68	0	37	38	121	0	0	136	60
Initial Fut:	19	46	22	890	61	145	150	1683	33	36	2341	1338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	46	22	890	61	145	150	1683	33	36	2341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	46	22	890	61	145	150	1683	33	36	2341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	46	22	890	61	145	150	1683	33	36	2341	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.92	1.00	0.85	0.92	0.91	0.91	0.95	0.91	1.00
Lanes:	1.00	1.35	0.65	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1805	2322	1111	5253	1900	1615	3502	5072	99	1805	5187	1900

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.17	0.03	0.09	0.04	0.33	0.33	0.02	0.45	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.03	0.03	0.25	0.25	0.25	0.06	0.68	0.68	0.04	0.66	0.00
Volume/Cap:	0.36	0.68	0.68	0.68	0.13	0.36	0.68	0.49	0.49	0.49	0.68	0.00
Delay/Veh:	51.9	65.9	65.9	35.6	29.3	31.6	54.5	7.7	7.7	51.9	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	65.9	65.9	35.6	29.3	31.6	54.5	7.7	7.7	51.9	11.1	0.0
LOS by Move:	D	E	E	D	C	C	D	A	A	D	B	A
HCM2kAvgQ:	1	2	2	10	1	4	4	9	9	2	17	0

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

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 AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.753  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8  
 Optimal Cycle: 100 Level Of Service: B

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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:	459	15	44	27	21	46	46	1677	373	55	2761	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	459	15	44	27	21	46	47	1727	384	57	2844	38
Added Vol:	0	0	0	0	0	0	0	261	0	0	200	0
PasserByVol:	7	6	0	98	7	80	80	87	2	10	91	30
Initial Fut:	466	21	44	125	28	126	127	2075	386	67	3135	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	21	44	125	28	126	127	2075	386	67	3135	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	21	44	125	28	126	127	2075	386	67	3135	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	21	44	125	28	126	127	2075	386	67	3135	68

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	0.88	0.88	0.95	0.91	0.85	0.95	0.91	0.91
Lanes:	2.71	0.09	0.20	1.00	0.18	0.82	1.00	3.00	1.00	1.00	3.91	0.09
Final Sat.:	4730	168	351	1805	303	1363	1805	5187	1615	1805	6749	147

Capacity Analysis Module:

Vol/Sat:	0.10	0.13	0.13	0.07	0.09	0.09	0.07	0.40	0.24	0.04	0.46	0.46
Crit Moves:			****			****	****				****	
Green/Cycle:	0.17	0.17	0.17	0.12	0.12	0.12	0.09	0.65	0.65	0.06	0.62	0.62
Volume/Cap:	0.59	0.75	0.75	0.56	0.75	0.75	0.75	0.61	0.37	0.61	0.75	0.75
Delay/Veh:	39.6	44.3	44.3	44.7	56.9	56.9	61.4	10.5	8.2	56.0	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	44.3	44.3	44.7	56.9	56.9	61.4	10.5	8.2	56.0	14.5	14.5
LOS by Move:	D	D	D	D	E	E	E	B	A	E	B	B
HCM2kAvgQ:	6	8	8	4	6	6	6	14	5	3	20	20

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

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AUTONATION PORSCHE DEALERSHIP  
 Existing+Growth (Year 2019)+Approved Projects+Cumulative Projects+Project  
 Evening Peak Hour

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

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Intersection #10 Jamboree Rd (NS) at East Coast Hwy (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1  
 Optimal Cycle: 100 Level Of Service: C

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Approach:	North Bound			South Bound			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:	27	251	70	131	445	1052	602	1024	8	120	1747	181
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	259	72	135	458	1084	620	1055	8	124	1799	186
Added Vol:	0	15	3	128	15	22	28	234	0	4	178	77
PasserByVol:	0	0	2	8	2	95	107	41	0	2	81	2
Initial Fut:	28	274	77	271	475	1201	755	1330	8	130	2058	265
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:	28	274	77	271	475	0	755	1330	8	130	2058	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	274	77	271	475	0	755	1330	8	130	2058	265
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:	28	274	77	271	475	0	755	1330	8	130	2058	265

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	1.00	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	1.56	0.44	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1805	2723	768	1805	3610	1900	5253	6867	43	3502	6916	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.10	0.15	0.13	0.00	0.14	0.19	0.19	0.04	0.30	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.15	0.15	0.22	0.32	0.00	0.21	0.54	0.54	0.10	0.43	0.43
Volume/Cap:	0.41	0.69	0.69	0.69	0.41	0.00	0.69	0.36	0.36	0.36	0.69	0.38
Delay/Veh:	50.9	44.7	44.7	41.3	26.5	0.0	38.6	13.4	13.4	42.5	23.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	44.7	44.7	41.3	26.5	0.0	38.6	13.4	13.4	42.5	23.8	19.8
LOS by Move:	D	D	D	D	C	A	D	B	B	D	C	B
HCM2kAvgQ:	1	7	7	9	6	0	9	6	6	2	15	6

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

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