APPENDIX C
TRAFFIC IMPACT ANALYSIS

CITY OF NEWPORT BEACH

OLD NEWPORT BOULEVARD SUB-AREA PROJECT

TRAFFIC IMPACT ANALYSIS (REVISED)

Prepared by:

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September 30, 2009

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City of Newport Beach

Old Newport Boulevard Sub-Area Project

Traffic Impact Analysis (Revised)

This revised report contains the traffic impact analysis for the Old Newport Boulevard Sub-Area project. The project site is located at 328, 332, and 340 Old Newport Boulevard in the City of Newport Beach. The proposed development requests to amend the Land Use Element of the General Plan to increase the floor area ratio (FAR) permitted for the subject sites from 0.5 FAR to 1.0 FAR as follows:

	Existing		Proposed	
Descriptor	General Plan	Existing Site	General Plan	Proposed Site
Lot Area	--	328: 5,890 sq. ft. 332: 13,314 sq. ft. 340: 6,521 sq. ft. Total: 25,725 sq. ft. (0.59 acres)	--	Combined: 25,725 sq. ft. (0.59 acres)
Gross Floor Area	12,862.5 sq. ft. (0.5 FAR)	14,012 sq. ft. (non-conforming)	25,725 sq. ft. (1.0 FAR)	Commercial: 23,200 sq. ft. (0.9 FAR)
Specific Uses	--	328: 5,000 sq. ft. office 332: 3,012 sq. ft. all medical 340: 5,000 sq. ft. general office 1,000 sq. ft. of residential (0.59 acres)	--	23,200 sq. ft. of medical office
Net Increase General Plan Entitlement			12,862 sq. ft.	
Net Increase in Development Square Footage			9,188 sq. ft.	

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

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

1. Findings

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

Existing Traffic Conditions

a. The existing development consists of office, medical office, and residential land uses.

b. The project site currently has access to Old Newport Boulevard and the alley easterly of Old Newport Boulevard adjacent to the project site.

c. Pursuant to discussions with Cities of Newport Beach/Costa Mesa staff, the study area includes the following study area intersections:

Newport Beach Intersections:

Superior Avenue (NS) at:
- Hospital Road (EW)
- West Coast Highway (EW)

Placentia Avenue (NS) at:
- Superior Avenue (EW)
- Hospital Road (EW)

Newport Boulevard (NS) at:
- Hospital Road (EW)
- West Coast Highway (EW)
- Via Lido (EW)
- 32nd Street (EW)

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
- 19th Street (EW)
- Broadway (EW)
- Harbor Boulevard (EW)
- 18th Street/Rochester Street (EW)
- 17th Street (EW)

16th Street (EW)
Industrial Way (EW)

d. For existing (Year 2009) traffic conditions, the study area intersections are currently operating at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

Traffic Summary

a. The proposed project consists of medical office land use.

b. The existing site development approval generates a total of approximately 226 daily vehicle trips, 23 of which occur during the morning peak hour and 26 of which occur during the evening peak hour. The proposed project is projected to generate a total of approximately 929 daily vehicle trips, 59 of which would occur during the morning peak hour and 89 of which would occur during the evening peak hour. Based upon the difference in trips generated between the current approval and proposed project, the proposed project is projected to generate a total of approximately 703 more daily vehicle trips, 36 more of which would occur during the morning peak hour and 63 more of which would occur during the evening peak hour.

c. For existing (Year 2009) + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

d. As shown in Table 4 for the existing (Year 2009) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

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

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

Newport Beach Intersections:

Placentia Avenue (NS) at:
Superior Avenue (EW) – Evening Peak Hour
Hospital Road (EW) – Evening Peak Hour

Newport Boulevard (NS) at:
Hospital Road (EW) – Morning/Evening Peak Hours

g. For existing + growth (Year 2012) + approved projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

h. For existing + growth (Year 2012) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

i. As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

j. For existing + growth (Year 2012) + approved projects + cumulative projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Morning/Evening Peak Hours
Harbor Boulevard (EW) - Evening Peak Hour
18th Street/Rochester Street (EW) – Evening Peak Hour

k. For existing + growth (Year 2012) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Morning/Evening Peak Hours
Harbor Boulevard (EW) - Evening Peak Hour
18th Street/Rochester Street (EW) – Evening Peak Hour

l. As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

m. For General Plan Buildout without project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

Riverside Avenue (NS) at:
West Coast Highway (EW) – Morning/Evening Peak Hours

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Evening Peak Hour
Harbor Boulevard (EW) – Morning/Evening Peak Hours
18th Street/Rochester Street (EW) – Evening Peak Hour
17th Street (EW) – Morning/Evening Peak Hours

n. For General Plan Buildout with project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

Riverside Avenue (NS) at:
West Coast Highway (EW) – Morning/Evening Peak Hours

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Evening Peak Hour
Harbor Boulevard (EW) – Morning/Evening Peak Hours
18th Street/Rochester Street (EW) – Evening Peak Hour
17th Street (EW) – Morning/Evening Peak Hours

o. As shown in Table 10 for the General Plan Buildout analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

p. Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 11. As previously noted, the project is projected to not have a significant impact at the study area intersections.

Recommended Improvements

a. Site-specific circulation and access recommendations are depicted on Figure 30.

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

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

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

Required Improvements

a. As shown in Table 4 for the existing (Year 2009) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

b. As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

c. As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

d. As shown in Table 10 for the General Plan Buildout analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

e. Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 11. As previously noted, the project is projected to not have a significant impact at the study area intersections.

2. Project Description

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

Location

The project site is located at 328, 332, and 340 Old Newport Boulevard in the City of Newport Beach. The project site currently has access to Old Newport Boulevard and the alley easterly of Old Newport Boulevard adjacent to the project site.

Proposed Development

The proposed development requests to amend the Land Use Element of the General Plan to increase the floor area ratio (FAR) permitted for the subject sites from 0.5 FAR to 1.0 FAR as follows:

	Existing		Proposed	
Descriptor	General Plan	Existing Site	General Plan	Proposed Site
Lot Area	--	328: 5,890 sq. ft. 332: 13,314 sq. ft. 340: 6,521 sq. ft. Total: 25,725 sq. ft. (0.59 acres)	--	Combined: 25,725 sq. ft. (0.59 acres)
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Net Increase General Plan Entitlement			12,862 sq. ft.	
Net Increase in Development Square Footage			9,188 sq. ft.	

Figure 1
Project Location Map

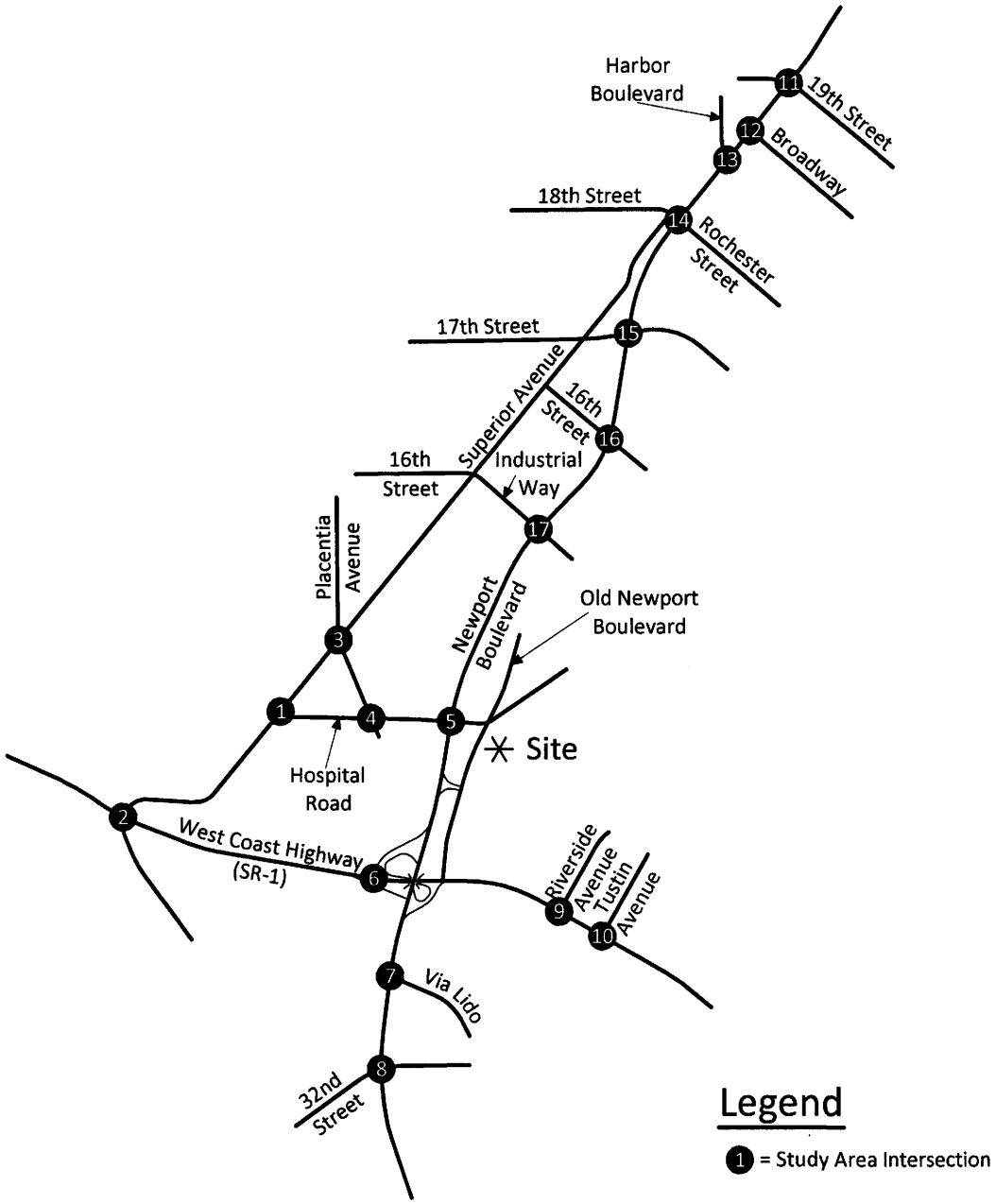

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Figure 2a
Site Plan (Lower Parking)

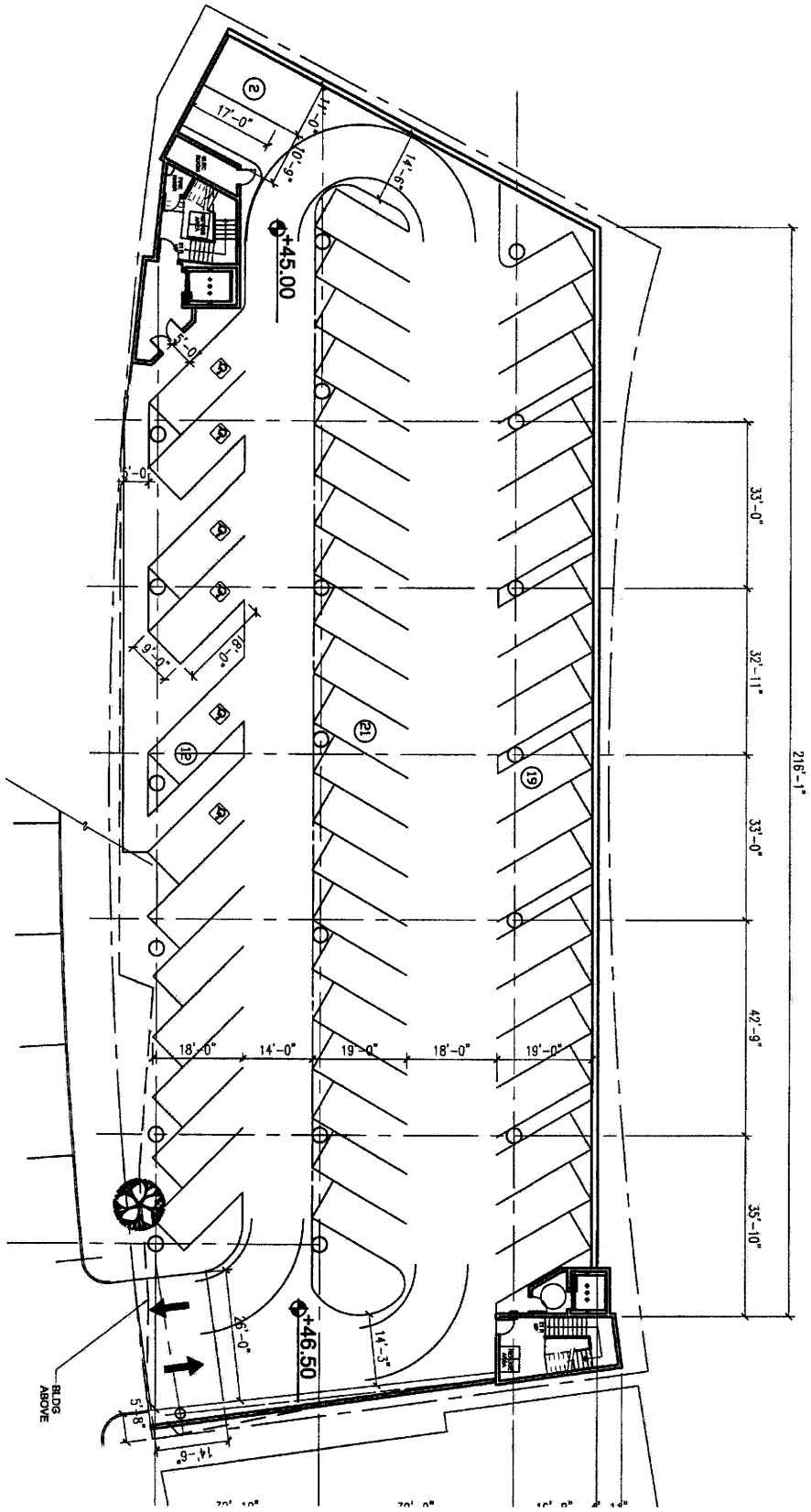

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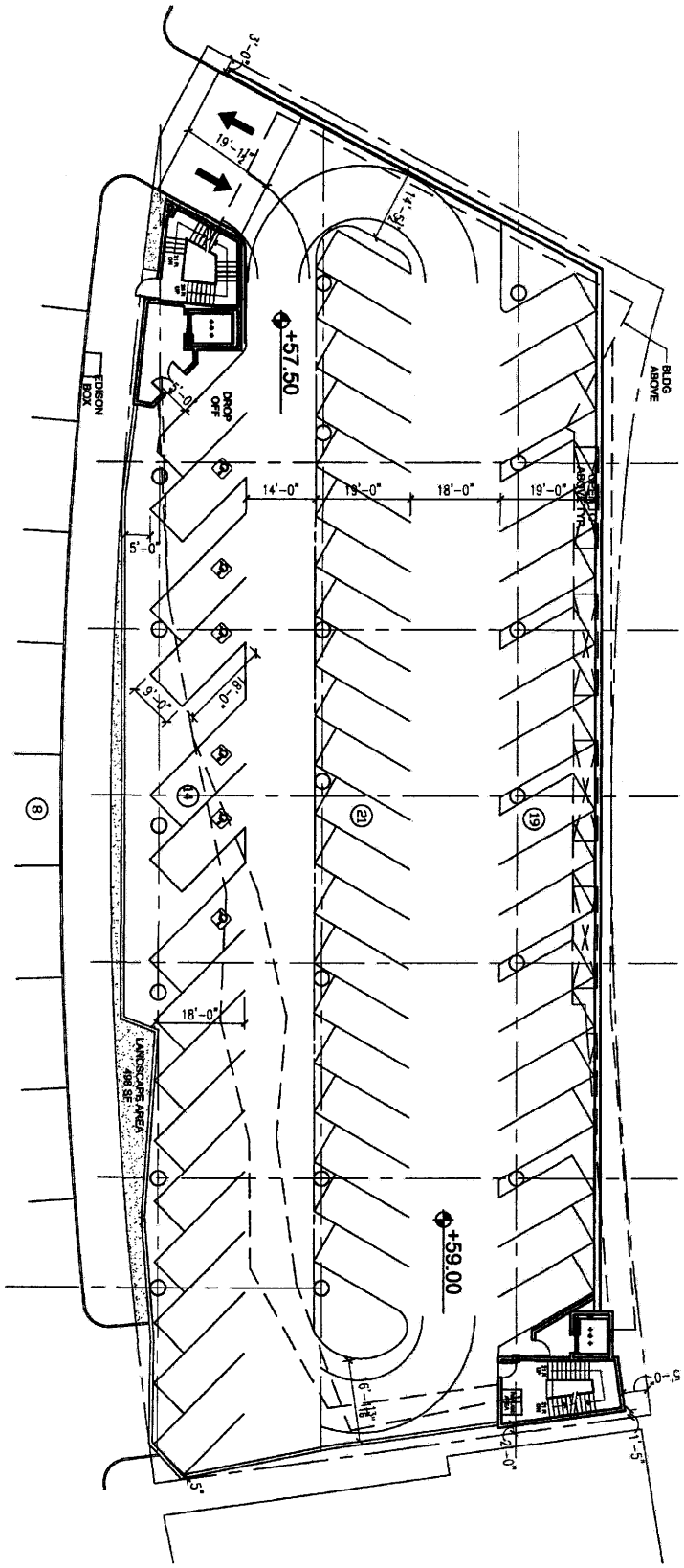
Figure 2b
Site Plan (Upper Parking)



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3. Existing Traffic Conditions

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 7.

Study Area Intersections

Pursuant to discussions with the Cities of Newport Beach/Costa Mesa staff, the study area includes the following study area intersections:

Newport Beach Intersections:

Superior Avenue (NS) at:
- Hospital Road (EW)
- West Coast Highway (EW)

Placentia Avenue (NS) at:
- Superior Avenue (EW)
- Hospital Road (EW)

Newport Boulevard (NS) at:
- Hospital Road (EW)
- West Coast Highway (EW)
- Via Lido (EW)
- 32nd Street (EW)

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
- 19th Street (EW)
- Broadway (EW)
- Harbor Boulevard (EW)
- 18th Street/Rochester Street (EW)
- 17th Street (EW)
- 16th Street (EW)
- Industrial Way (EW)

Existing Travel Lanes and Intersection Controls

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

Existing Master Plan of Arterial Highways

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

Existing Traffic Volumes

The Cities of Newport Beach/Costa Mesa staff provided the Year 2003/2007/2008/2009 morning and evening peak hour approach volumes at each study area intersection, in addition to traffic counts obtained by Kunzman Associates, Inc. (see Appendix B). The Year 2003 traffic count is for a non-primary intersection. To account for regional growth on roadways, existing (Year 2009) traffic volumes have been calculated based on a 1 percent annual growth rate. The 1 percent growth rate factor is for designated roadways within the City of Newport Beach. The regional growth rate has been obtained from the Cities of Newport Beach/Costa Mesa. Existing (Year 2009) morning and evening peak hour intersection turning movement volumes are shown on Figures 7 and 8, respectively.

Existing Intersection Capacity Utilization

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

The Levels of Service for existing (Year 2009) traffic conditions have been calculated and are shown in Table 1. Existing (Year 2009) Intersection Capacity Utilization worksheets are provided in Appendix C. For existing (Year 2009) traffic conditions, the study area intersections currently operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

Table 1

Existing (Year 2009) Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Newport Beach Intersections															
Superior Avenue (NS) at:															
Hospital Road (EW)	TS	1	2	0	1	2	0	0	1	0	1.5	0.5	0	0.63-B	0.43-A
West Coast Highway (EW)	TS	1.5	1	0.5	1.5	1.5	2>	2	3	1	1	4	0	0.65-B	0.73-C
Placentia Avenue (NS) at:															
Superior Avenue (EW)	TS	0.5	1	0.5	1	1	1	1	2	0	1	2	0	0.51-A	0.57-A
Hospital Road (EW)	TS	0.5	0.5	1	1.5	0.5	0	1	2	0	1	2	0	0.44-A	0.48-A
Newport Boulevard (NS) at:															
Hospital Road (EW)	TS	1	3	1	1	3	1	2	1	1	1	1.5	0.5	0.49-A	0.58-A
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	1>>	0	3	1>>	0.83-D	0.64-B
Via Lido (EW)	TS	0	3	1	2	3	0	0	0	0	1	0	2	0.47-A	0.55-A
32nd Street (EW)	TS	1	2	0	1	2	0	1.5	0.5	1>>	0.5	1.5	1>>	0.43-A	0.51-A
Riverside Avenue (NS) at:															
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	2	0	1	3	1	0.79-C	0.86-D
Tustin Avenue (NS) at:															
West Coast Highway (EW)	TS	0	1	0	0	1	0	1	2	0	0	2.5	0.5	0.65-B	0.59-A
Costa Mesa Intersections															
Newport Boulevard (NS) at:															
19th Street (EW)	TS	1	4	0	1	2.5	1.5	2.5	1.5	1	1	2.5	1.5>	0.81-D	0.87-D
Broadway (EW)	TS	1	4	0	1	3	1	0.5	0.5	1	1	1	0	0.65-B	0.67-B
Harbor Boulevard (EW)	TS	2	4	0	0	3	0	1	0	2>	0	0	0	0.76-C	**0.91-E**
18th Street/Rochester Street (EW)	TS	1	4	0	1	3	1	2	1	1	1	1	0	0.72-C	0.86-D
17th Street (EW)	TS	1	3.5	0.5	2	3	1	3	1.5	0.5	2	3	1	0.76-C	0.74-C
16th Street (EW)	TS	1	3	1	1	3	1	0	1	1	0	1	1	0.49-A	0.51-A
Industrial Way (EW)	TS	1	3	0	1	3	0	0.5	0.5	1	1	1	1	0.58-A	0.56-A

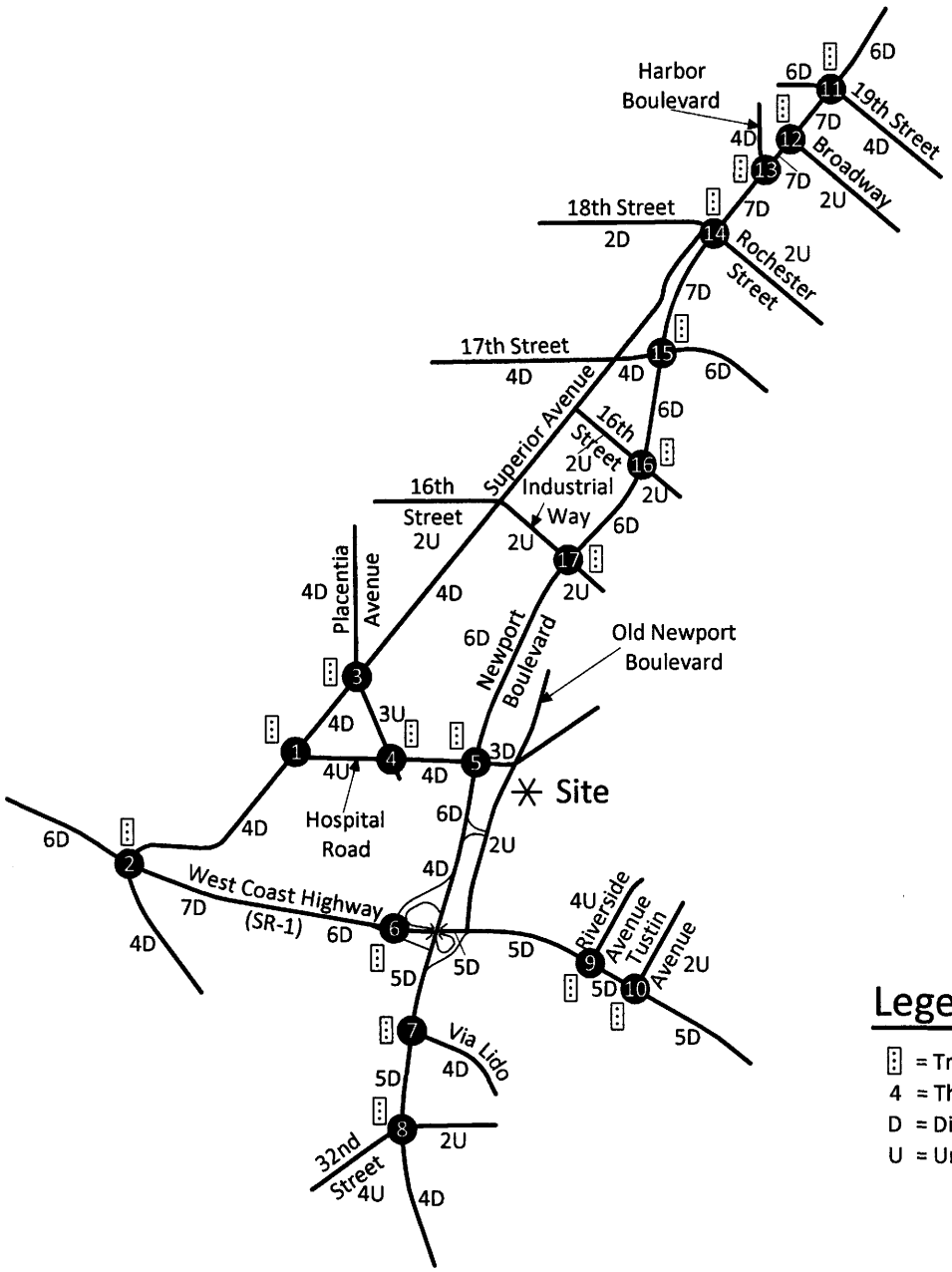
[1] ICU-LOS = Intersection Capacity Utilization - Level of Service

[2] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap

[3] TS = Traffic Signal

Figure 3
Existing Through Travel Lanes and Intersection Controls



Legend

- = Traffic Signal
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided

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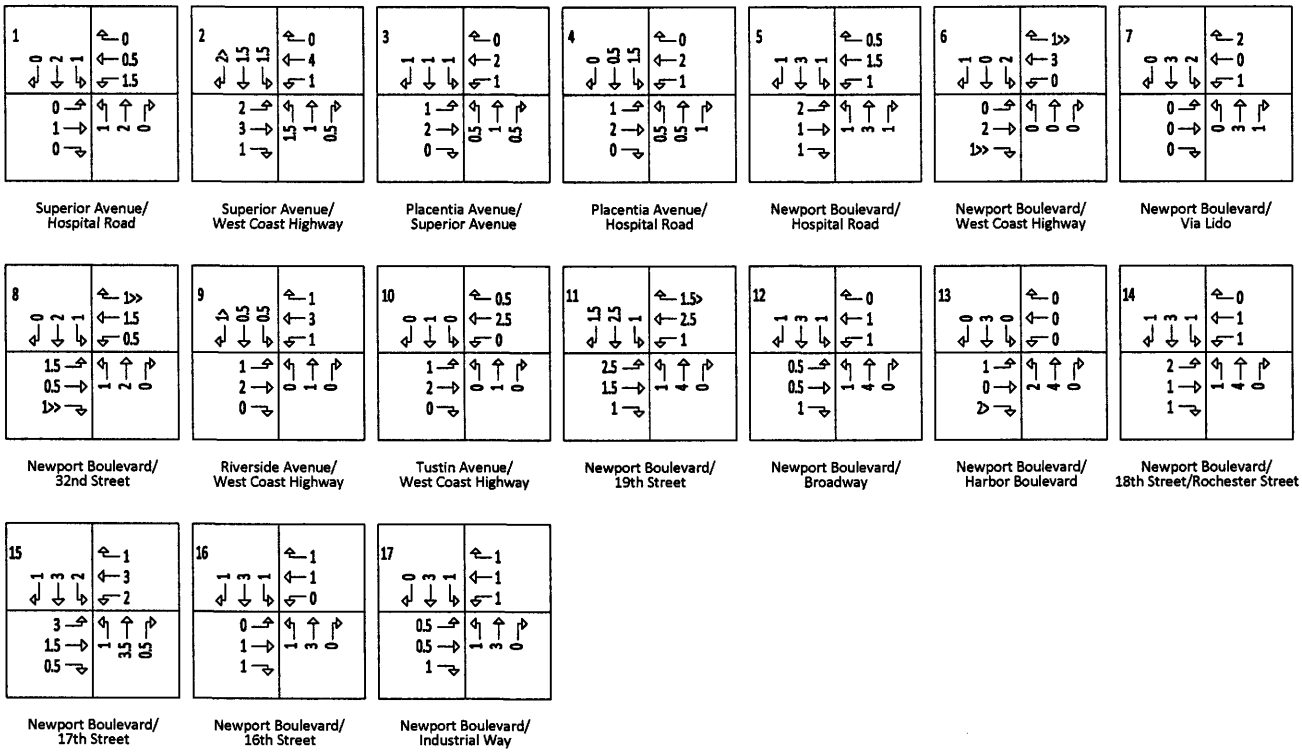
Figure 4
Existing Through Travel Lanes



Legend

> = Right Turn Overlap

>> = Free Right Turn

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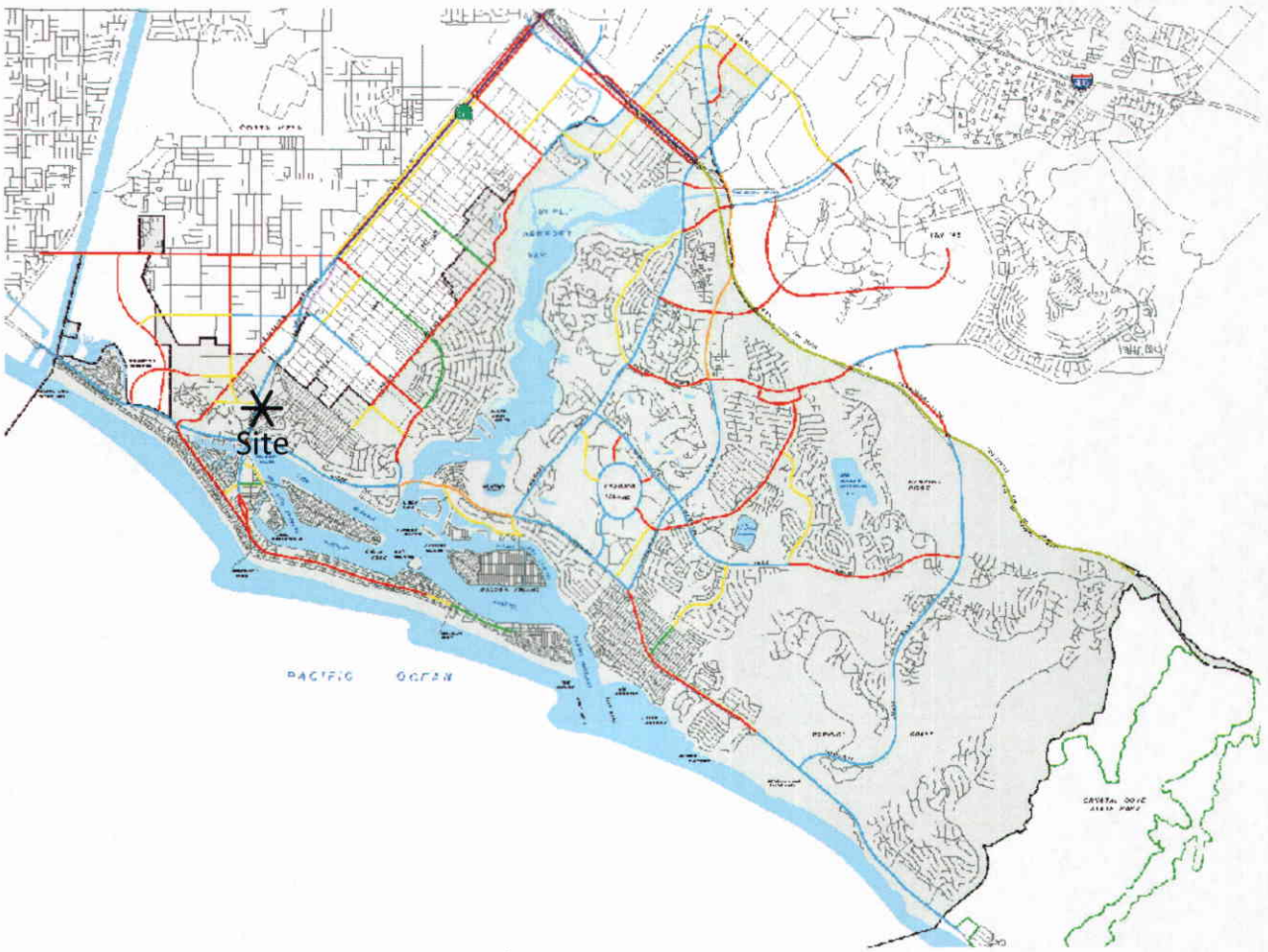
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 5
City of Newport Beach General Plan Circulation Element



Legend

- ADOPTED INTERCHANGE
- PROPOSED INTERCHANGE
- ROUTES REQUIRING FURTHER COORDINATION **0.75 Miles**
- COMMUTER ROADWAY (TWO LANE UNDIVIDED) **3.24 Miles**
- SECONDARY ROAD (FOUR LANE UNDIVIDED) **16.88 Miles**
- SECONDARY (NOT BUILT) **0.25 Miles**
- PRIMARY ROAD (FOUR LANE DIVIDED) **29.62 Miles**
- PRIMARY ROAD (NOT BUILT) **3.05 Miles**
- MAJOR ROAD (SIX LANE DIVIDED) **30.64 Miles**
- EIGHT LANE ROAD (DIVIDED) **2.81 Miles**
- SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR **5.32 Miles**
- ADOPTED FREEWAY ROUTES **4.48 Miles**
- FUTURE FREEWAY EXTENSION **0.75 Miles**

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Source: City of Newport Beach

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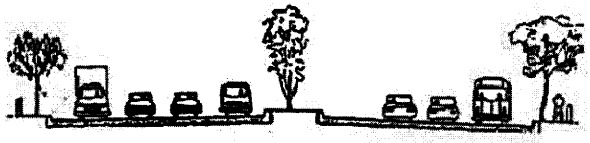
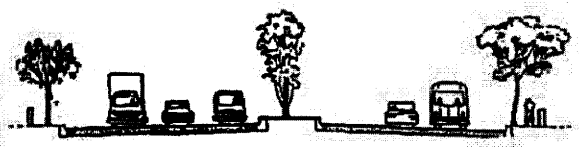
Figure 6
City of Newport Beach General Plan Roadway Cross-Sections

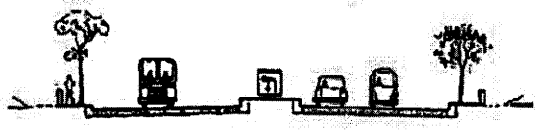
PRINCIPAL - 144'
(8 LANES DIVIDED)



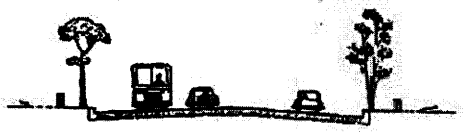
MAJOR - 126'
(6 LANES DIVIDED)



PRIMARY - 104'
(4 LANES DIVIDED)



SECONDARY - 84'
(4 LANES UNDIVIDED)



COMMUTER - 56'
(2 LANES UNDIVIDED)

Source: City of Newport Beach

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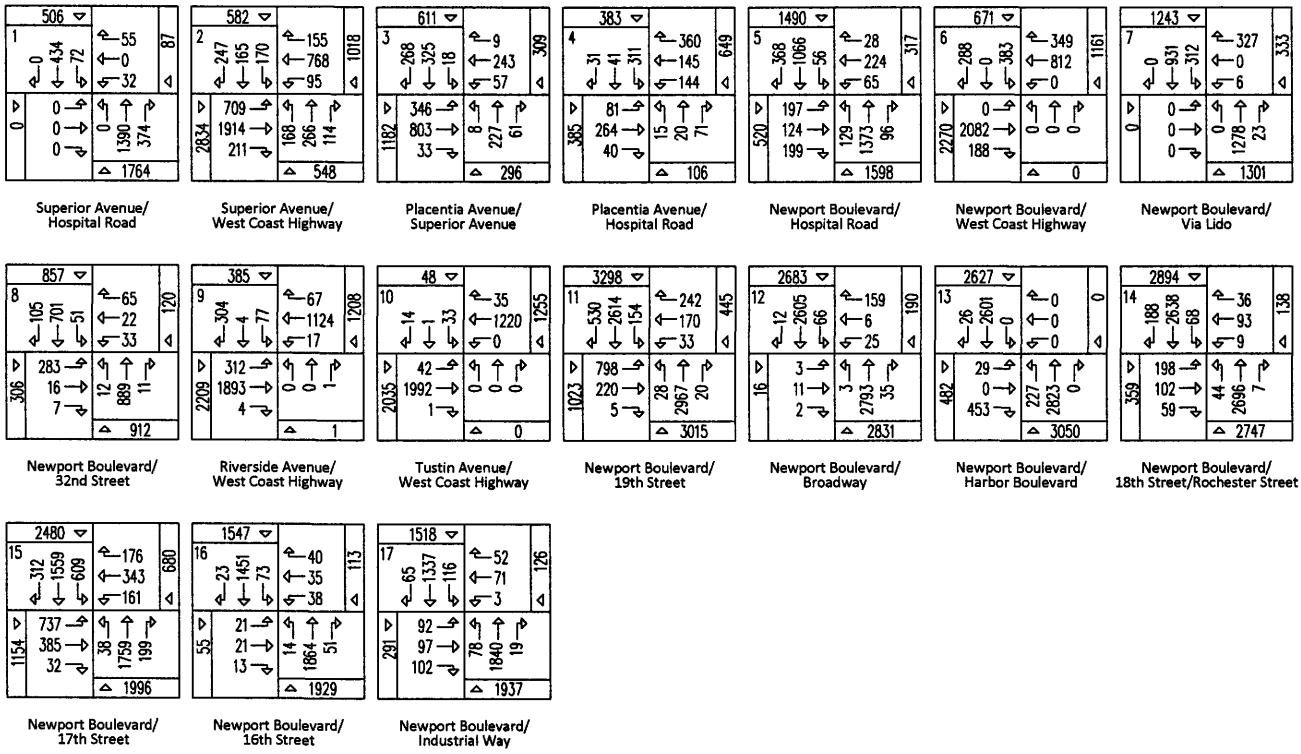
Figure 7
Existing (Year 2009)
Morning Peak Hour Intersection Turning Movement Volumes



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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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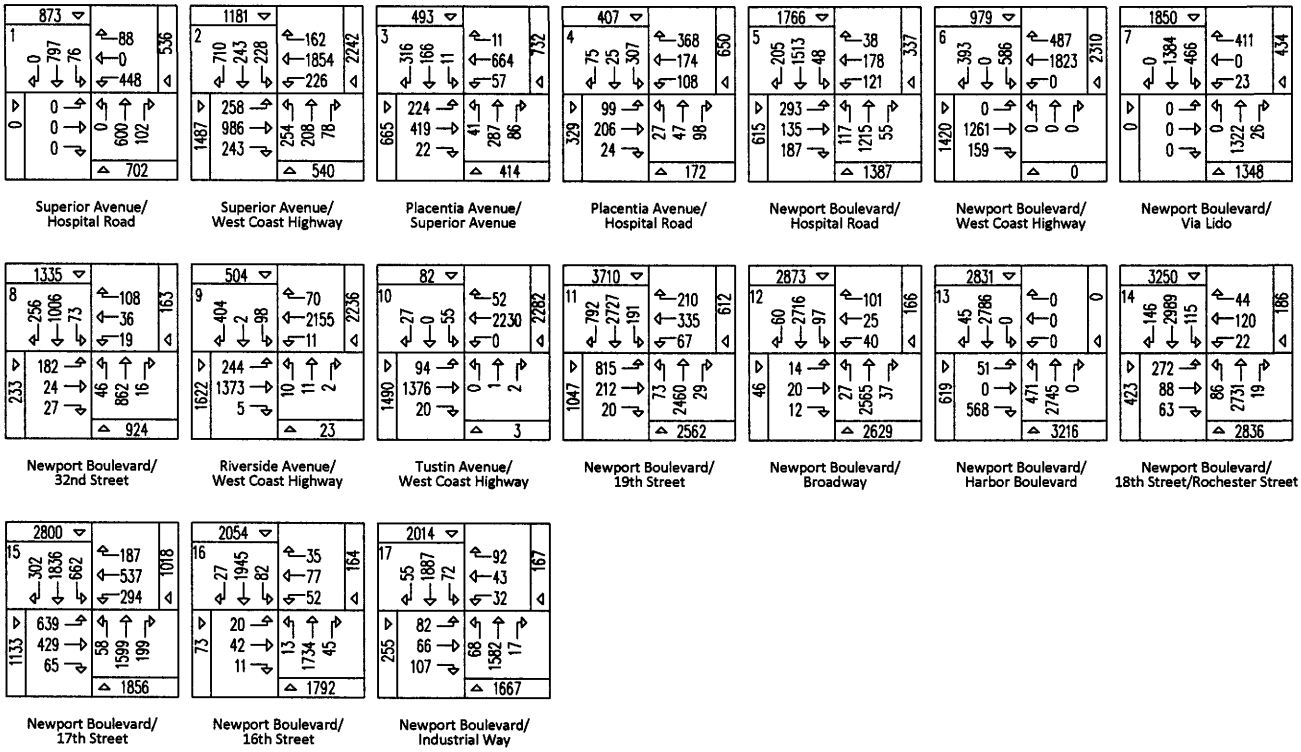
Figure 8
Existing (Year 2009)
Evening Peak Hour Intersection Turning Movement Volumes



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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

4. Project Traffic

The project site is located at 328, 332, and 340 Old Newport Boulevard in the City of Newport Beach. The proposed development requests to amend the Land Use Element of the General Plan to increase the floor area ratio (FAR) permitted for the subject sites from 0.5 FAR to 1.0 FAR as follows:

	Existing		Proposed	
Descriptor	General Plan	Existing Site	General Plan	Proposed Site
Lot Area	--	328: 5,890 sq. ft. 332: 13,314 sq. ft. 340: 6,521 sq. ft. Total: 25,725 sq. ft. (0.59 acres)	--	Combined: 25,725 sq. ft. (0.59 acres)
Gross Floor Area	12,862.5 sq. ft. (0.5 FAR)	14,012 sq. ft. (non-conforming)	25,725 sq. ft. (1.0 FAR)	Commercial: 23,200 sq. ft. (0.9 FAR)
Specific Uses	--	328: 5,000 sq. ft. office 332: 3,012 sq. ft. all medical 340: 5,000 sq. ft. general office 1,000 sq. ft. of residential (0.59 acres)	--	23,200 sq. ft. of medical office
Net Increase General Plan Entitlement			12,862 sq. ft.	
Net Increase in Development Square Footage			9,188 sq. ft.	

Traffic Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the project-generated traffic volumes are determined. Table 2 exhibits the traffic generation rates. The trip generation rates are derived from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008. Table 3 shows the project peak hour volumes and project daily traffic volumes.

The existing site development approval generates a total of approximately 226 daily vehicle trips, 23 of which occur during the morning peak hour and 26 of which occur during the evening peak hour. The proposed project is projected to generate a total of approximately 929 daily vehicle trips, 59 of which would occur during the morning peak hour and 89 of which would occur during the evening peak hour. Based upon the difference in trips generated between the current approval and proposed project, the proposed project is projected to generate a total of approximately 703 more daily vehicle trips, 36 more of which would occur during the morning peak hour and 63 more of which would occur during the evening peak hour.

Traffic Distribution and Assignment

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

Figure 9 contains the directional distribution and assignment of the project traffic for the proposed land use.

Project-Related Traffic

Based on the identified traffic generation and distribution, project (net increase) morning and evening peak hour intersection turning movement volumes are shown on Figures 10 and 11, respectively.

Table 2

Traffic Generation Rates[1]

Land Use	Units[2]	Peak Hour						Daily
		Morning			Evening			
		Inbound	Outbound	Total	Inbound	Outbound	Total	
Apartment	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Office	TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Medical Office	TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13

[1] Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Categories 220, 710, and 720.

[2] DU = Dwelling Units; TSF = Thousand Square Feet

Table 3

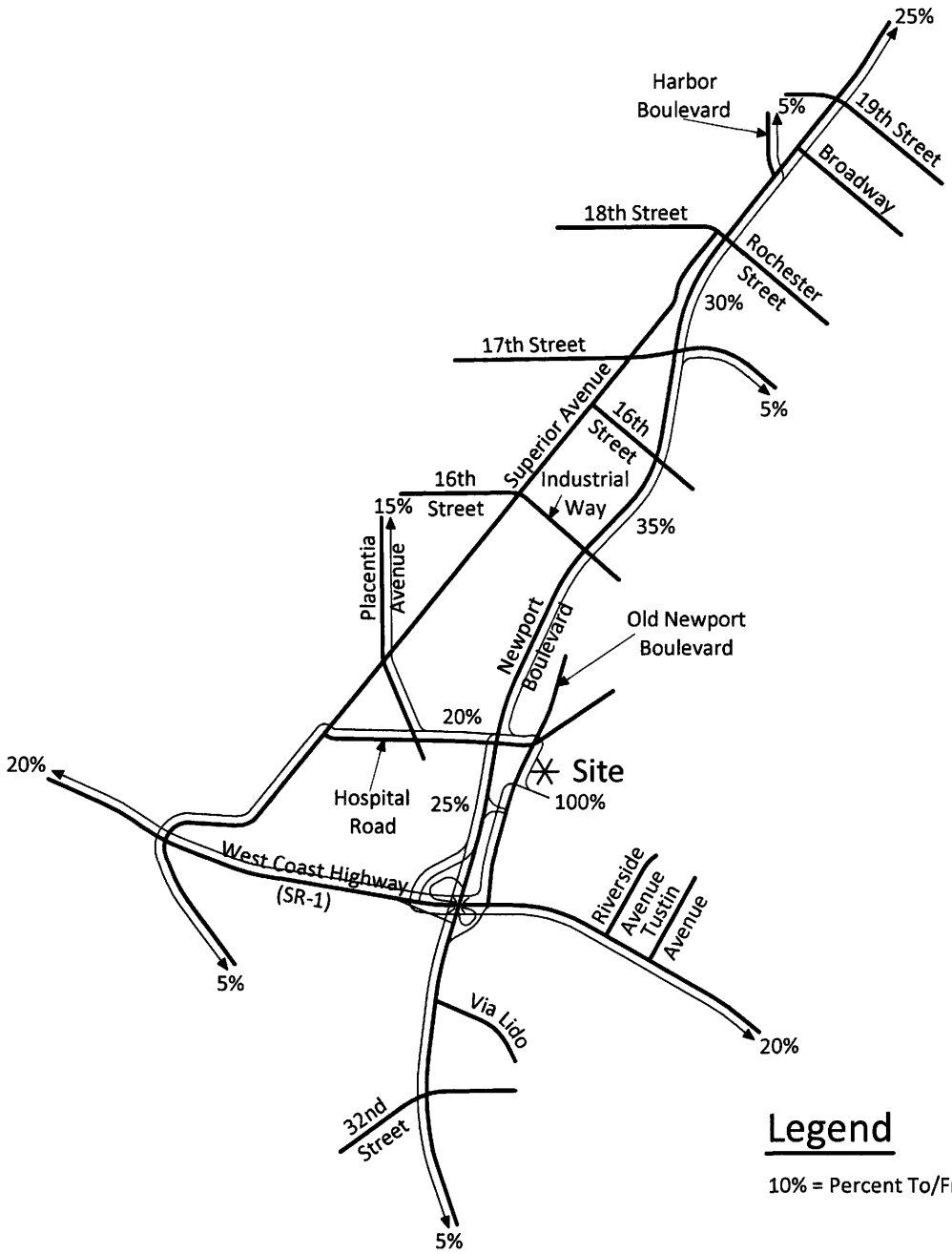
Project Traffic Generation

Land Use	Quantity	Units[1]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Existing Uses[2]									
Apartment	1	DU	0	0	1	0	0	1	7
Office	10.000	TSF	14	2	16	3	12	15	110
Medical Office	3.012	TSF	5	1	7	3	8	10	109
Total			19	4	23	6	20	26	226
Proposed Use									
Medical Office	25.725	TSF	47	12	59	24	65	89	929
Difference			+28	+8	+36	+18	+45	+63	+703

[1] DU = Dwelling Units; TSF = Thousand Square Feet

[2] The existing site development consists of a total of 14,012 square feet.

Figure 9
Project Traffic Distribution



KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

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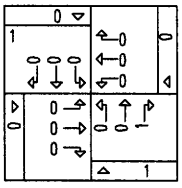
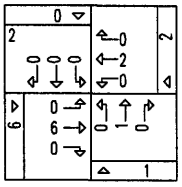
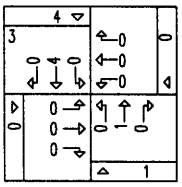
Figure 10
Project Morning Peak Hour Intersection Turning Movement Volumes



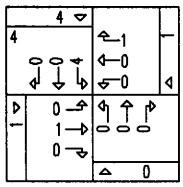
Superior Avenue/
Hospital Road



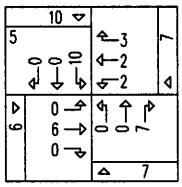
Superior Avenue/
West Coast Highway



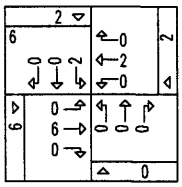
Placentia Avenue/
Superior Avenue



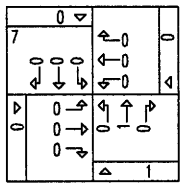
Placentia Avenue/
Hospital Road



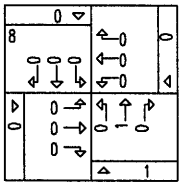
Newport Boulevard/
Hospital Road



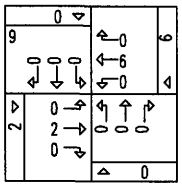
Newport Boulevard/
West Coast Highway



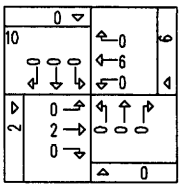
Newport Boulevard/
Via Lido



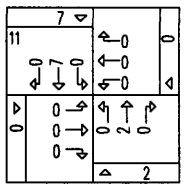
Newport Boulevard/
32nd Street



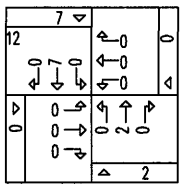
Riverside Avenue/
West Coast Highway



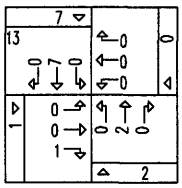
Tustin Avenue/
West Coast Highway



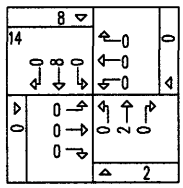
Newport Boulevard/
19th Street



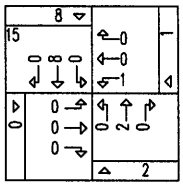
Newport Boulevard/
Broadway



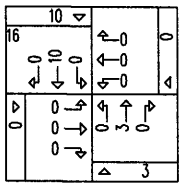
Newport Boulevard/
Harbor Boulevard



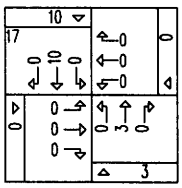
Newport Boulevard/
18th Street/Rochester Street



Newport Boulevard/
17th Street



Newport Boulevard/
16th Street



Newport Boulevard/
Industrial Way

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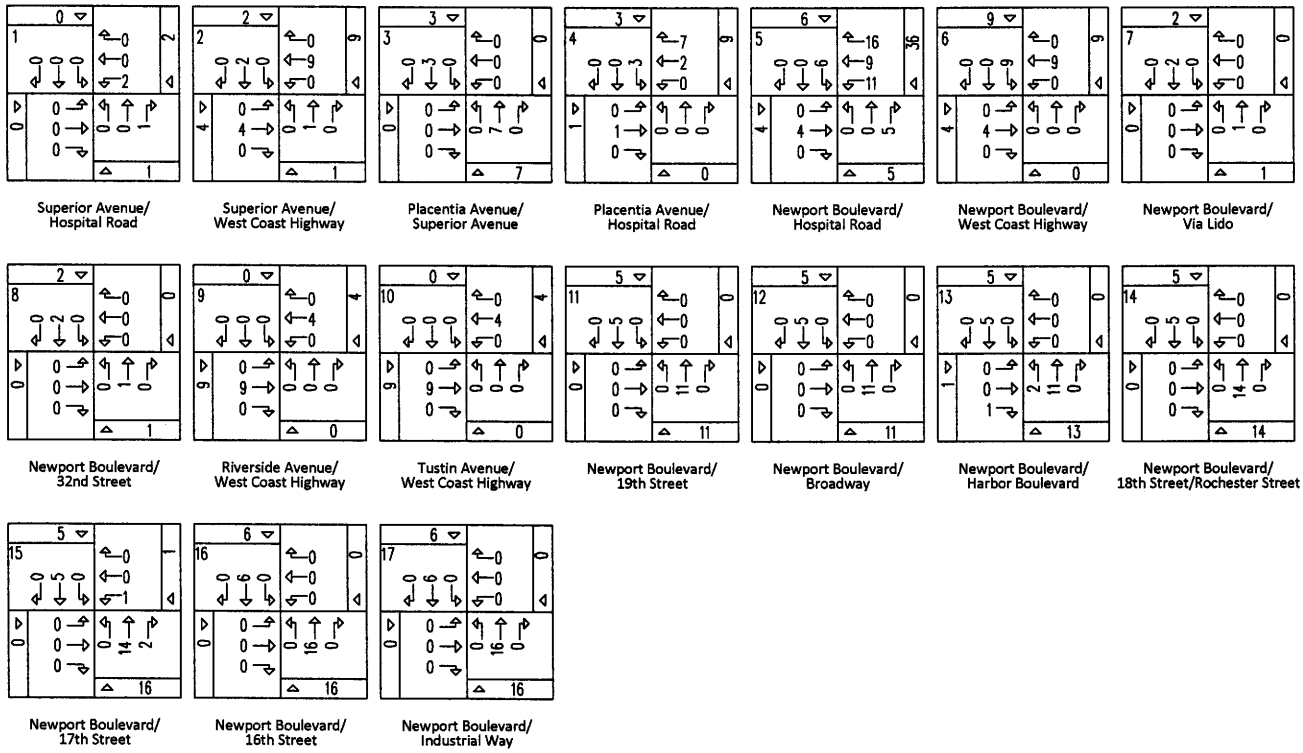
Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 11
Project Evening Peak Hour Intersection Turning Movement Volumes



4385/11

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

5. Existing (2009) + Project Analysis

The existing (Year 2009) + project analysis has been completed for the City of Newport Beach/Costa Mesa study area intersections.

Intersection Capacity Utilization

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

The Levels of Service for existing (Year 2009) + project traffic conditions have been calculated and are shown in Table 4. Existing (Year 2009) + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 12 and 13, respectively. Existing (Year 2009) + project Intersection Capacity Utilization worksheets are provided in Appendix C. For existing (Year 2009) + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

As shown in Table 4 for the existing (Year 2009) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

Table 4

Existing (Year 2009) + Project Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]				ICU Increase	
		Northbound			Southbound			Eastbound			Westbound			Existing (Year 2009)		Existing (Year 2009) + Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Beach Intersections																			
Superior Avenue (NS) at:																			
Hospital Road (EW)	TS	1	2	0	1	2	0	0	1	0	1.5	0.5	0	0.63-B	0.43-A	0.63-B	0.44-A	+0.000	+0.001
West Coast Highway (EW)	TS	1.5	1	0.5	1.5	1.5	2>	2	3	1	1	4	0	0.65-B	0.73-C	0.65-B	0.73-C	+0.001	+0.002
Placentia Avenue (NS) at:																			
Superior Avenue (EW)	TS	0.5	1	0.5	1	1	1	1	2	0	1	2	0	0.51-A	0.57-A	0.51-A	0.57-A	+0.003	+0.000
Hospital Road (EW)	TS	0.5	0.5	1	1.5	0.5	0	1	2	0	1	2	0	0.44-A	0.48-A	0.44-A	0.49-A	+0.002	+0.006
Newport Boulevard (NS) at:																			
Hospital Road (EW)	TS	1	3	1	1	3	1	2	1	1	1	1.5	0.5	0.49-A	0.58-A	0.49-A	0.59-A	+0.008	+0.007
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	1>>	0	3	1>>	0.83-D	0.64-B	0.83-B	0.64-B	+0.002	+0.001
Via Lido (EW)	TS	0	3	1	2	3	0	0	0	0	1	0	2	0.47-A	0.55-A	0.47-A	0.55-A	+0.000	+0.001
32nd Street (EW)	TS	1	2	0	1	2	0	1.5	0.5	1>>	0.5	1.5	1>>	0.43-A	0.51-A	0.43-A	0.51-A	+0.000	+0.000
Riverside Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	2	0	1	3	1	0.79-C	0.86-D	0.79-C	0.86-D	+0.001	+0.001
Tustin Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0	1	0	1	2	0	0	2.5	0.5	0.65-B	0.59-A	0.65-B	0.59-A	+0.000	+0.001
Costa Mesa Intersections																			
Newport Boulevard (NS) at:																			
19th Street (EW)	TS	1	4	0	1	2.5	1.5	2.5	1.5	1	1	2.5	1.5>	0.81-D	0.87-D	0.81-D	0.87-D	+0.001	+0.001
Broadway (EW)	TS	1	4	0	1	3	1	0.5	0.5	1	1	1	0	0.65-B	0.67-B	0.65-B	0.67-B	+0.002	+0.001
Harbor Boulevard (EW)	TS	2	4	0	0	3	0	1	0	2>	0	0	0	0.76-C	**0.91-E**	0.76-C	**0.92-E**	+0.002	+0.002
18th Street/Rochester Street (EW)	TS	1	4	0	1	3	1	2	1	1	1	1	0	0.72-C	0.86-D	0.72-C	0.87-D	+0.002	+0.001
17th Street (EW)	TS	1	3.5	0.5	2	3	1	3	1.5	0.5	2	3	1	0.76-C	0.74-C	0.76-C	0.74-C	+0.000	+0.002
16th Street (EW)	TS	1	3	1	1	3	1	0	1	1	0	1	1	0.49-A	0.51-A	0.49-A	0.51-A	+0.000	+0.002
Industrial Way (EW)	TS	1	3	0	1	3	0	0.5	0.5	1	1	1	1	0.58-A	0.56-A	0.58-A	0.56-A	+0.001	+0.001

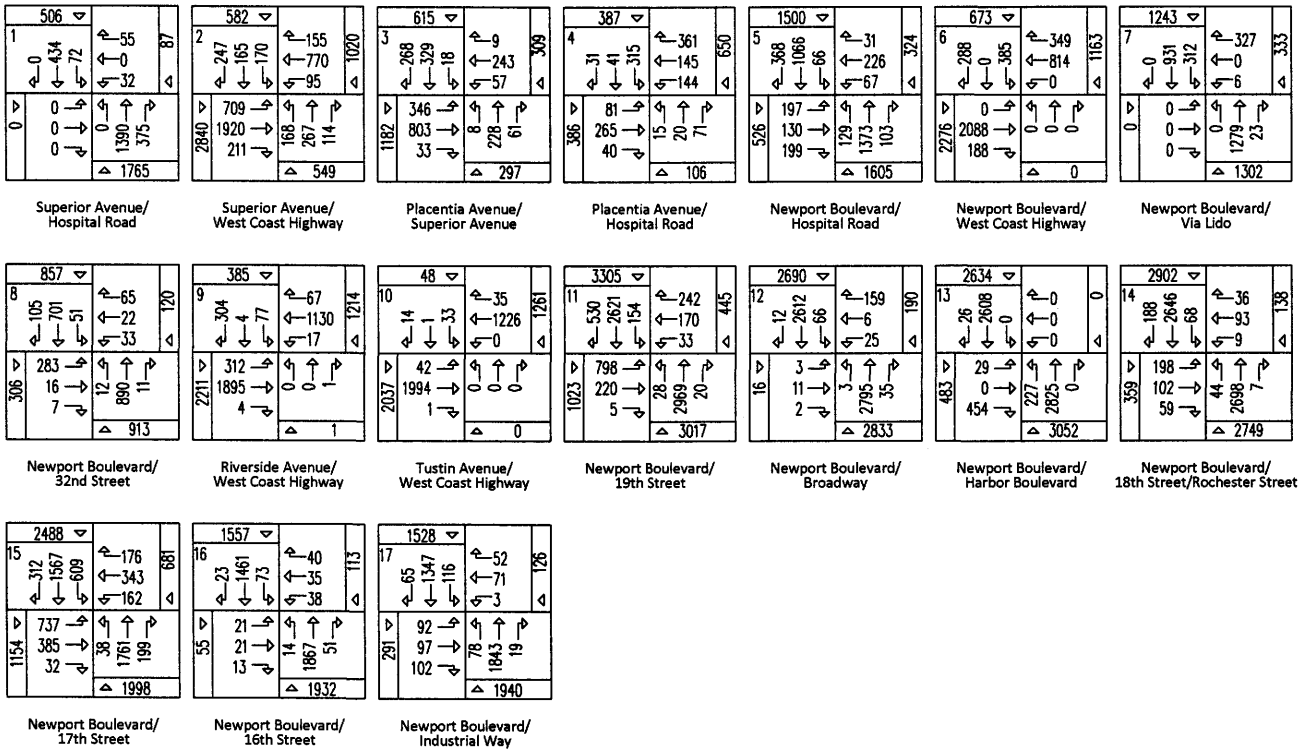
[1] ICU-LOS = Intersection Capacity Utilization - Level of Service

[2] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap

[3] TS = Traffic Signal

Figure 12
Existing (Year 2009) Plus Project
Morning Peak Hour Intersection Turning Movement Volumes



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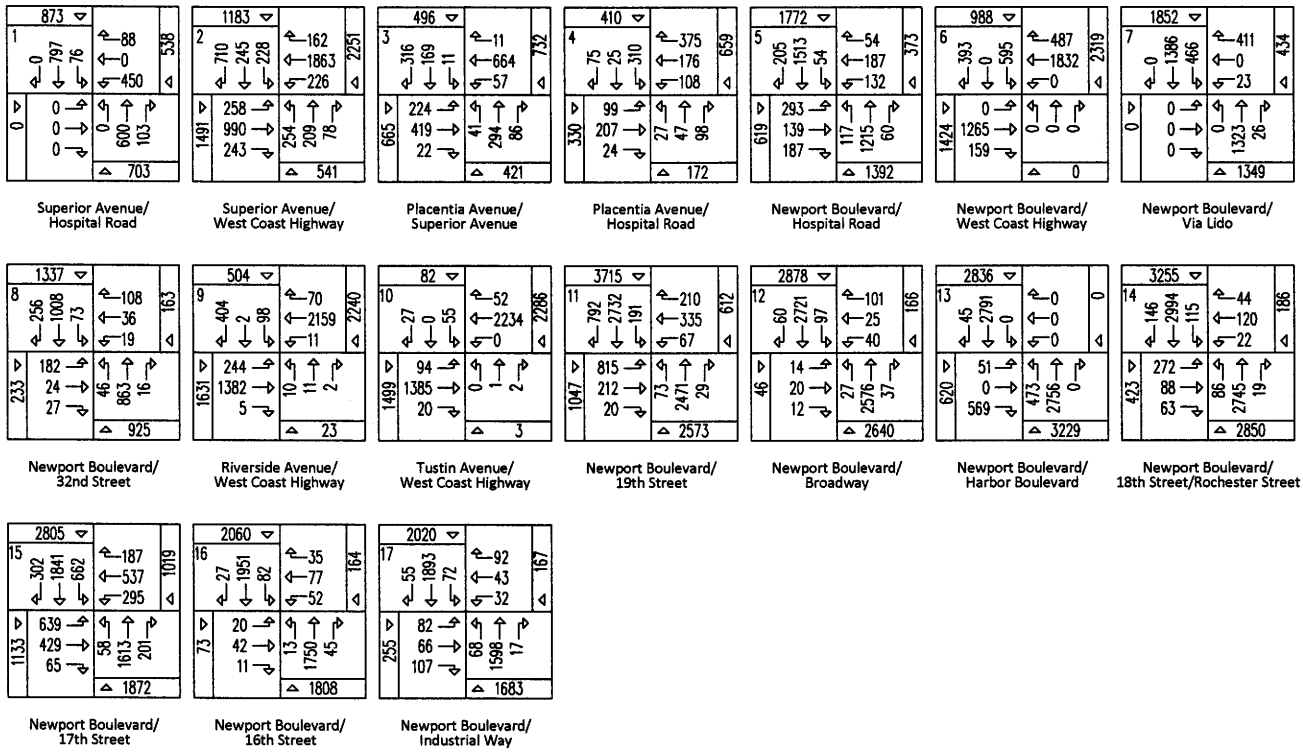
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 13
Existing (Year 2009) Plus Project
Evening Peak Hour Intersection Turning Movement Volumes



4385/13

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

6. TPO Analysis

The Traffic Phasing Ordinance (TPO) analysis is only required for the City of Newport Beach study area intersections.

Approved Projects

The City of Newport Beach staff provided the approved projects in the study area for the TPO analysis. The approved projects consist of development that has been approved but are not fully completed (see Table 5 and Appendix D). The approved project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 14 and 15, respectively.

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

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

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

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

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

Regional Growth

To account for regional growth on roadways, Year 2012 traffic volumes have been calculated based on a 1 percent annual growth rate over a three-year period. The regional growth rate has been obtained from the Cities of Newport Beach/Costa Mesa. "Existing" hereon refers to Year

2012 base volumes = Year 2009 existing volumes + 3% regional growth. The project is expected to open in Year 2011; therefore the traffic analysis is one year after opening year.

One-Percent Methodology

One-percent of the projected peak hour volumes of each approach of each study area intersection were compared with the peak hour distributed volumes from the proposed project. A summary of this TPO comparison is shown within Appendix E.

If one-percent of the existing + growth (Year 2012) + approved projects traffic peak hour volumes of each approach is greater than the peak hour project generated approach volumes, no further analysis is required. The one-percent methodology applies only to the City of Newport Beach intersections; however, all of the City of Costa Mesa intersections were analyzed. Existing + growth (Year 2012) + approved projects morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 16 and 17, respectively. Existing + growth (Year 2012) + approved projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 18 and 19, respectively. If project generated peak hour approach volumes are higher than one-percent of the projected peak hour volumes on any approach of an intersection, the intersection would require analysis utilizing the Intersection Capacity Utilization methodology.

Comparison of the one-percent of the existing + growth (Year 2012) + approved projects traffic peak hour approach volumes with the project generated peak hour approach volumes resulted in the following City of Newport Beach study area intersections exceeding the one-percent threshold and requiring additional analysis (see Table 6 and Appendix E):

Newport Beach Intersections:

Placentia Avenue (NS) at:
- Superior Avenue (EW) – Evening Peak Hour
- Hospital Road (EW) – Evening Peak Hour

Newport Boulevard (NS) at:
- Hospital Road (EW) – Morning/Evening Peak Hours

Intersection Capacity Utilization

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

The Levels of Service for existing + growth (Year 2012) + approved projects traffic conditions have been calculated and are shown in Table 7. Existing + growth (Year 2012) + approved projects

Intersection Capacity Utilization worksheets are provided in Appendix C. For existing + growth (Year 2012) + approved projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

The Levels of Service for existing + growth (Year 2012) + approved projects + project traffic conditions have been calculated and are shown in Table 7. Existing + growth (Year 2012) + approved projects + project Intersection Capacity Utilization worksheets are provided in Appendix C. For existing + growth (Year 2012) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

Table 5

Approved Project List

Project Name
Fashion Island Expansion
Temple Bat Yahm Expansion
Ciosa - Irvine Project
Newport Dunes
1401 Dove Street
Hoag Hospital Phase III
St. Mark Presbyterian Church
Corporate Plaza West Phase
Mariner's Mile Gateway
OLQA Church Expansion
2300 Newport Boulevard
Newport Executive Court
Hoag Health Center
North Newport Center
Santa Barbara Condo (Marriott)

Table 6

TPO Analysis One-Percent Threshold

Intersection	Peak Hour	Approach Direction[1]			
		Northbound	Southbound	Eastbound	Westbound
Superior Avenue (NS) at:					
Hospital Road (EW)	AM	No	No	No	No
	PM	No	No	No	No
West Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
Placentia Avenue (NS) at:					
Superior Avenue (EW)	AM	No	No	No	No
	PM	**Yes**	No	No	No
Hospital Road (EW)	AM	No	No	No	No
	PM	No	No	No	**Yes**
Newport Road (NS) at:					
Hospital Road (EW)	AM	No	No	**Yes**	**Yes**
	PM	No	No	No	**Yes**
West Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
Via Lido (EW)	AM	No	No	No	No
	PM	No	No	No	No
32nd Street (EW)	AM	No	No	No	No
	PM	No	No	No	No
Riverside Avenue (NS) at:					
West Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No
Tustin Avenue (NS) at:					
West Coast Highway (EW)	AM	No	No	No	No
	PM	No	No	No	No

[1] Project traffic is estimated to be equal to or greater than 1% of projected peak hour traffic. Intersection Capacity Utilization analysis is required.

Table 7

TPO Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]				ICU Increase	
		Northbound			Southbound			Eastbound			Westbound			Existing + Growth (Year 2012) + Approved Projects		Existing + Growth (Year 2012) + Approved Projects + Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Beach Intersections																			
Superior Avenue (NS) at:																			
Hospital Road (EW)	TS	1	2	0	1	2	0	0	1	0	1.5	0.5	0	0.64-B	0.45-A	0.64-B	0.45-A	+0.00	+0.00
West Coast Highway (EW)	TS	1.5	1	0.5	1.5	1.5	2>	2	3	1	1	4	0	0.67-B	0.78-C	0.68-B	0.78-C	+0.01	+0.00
Placentia Avenue (NS) at:																			
Superior Avenue (EW)	TS	0.5	1	0.5	1	1	1	1	2	0	1	2	0	0.53-A	0.60-A	0.53-A	0.60-A	+0.00	+0.00
Hospital Road (EW)	TS	0.5	0.5	1	1.5	0.5	0	1	2	0	1	2	0	0.46-A	0.53-A	0.47-A	0.53-A	+0.01	+0.00
Newport Boulevard (NS) at:																			
Hospital Road (EW)	TS	1	3	1	1	3	1	2	1	1	1	1.5	0.5	0.51-A	0.65-B	0.52-A	0.65-B	+0.01	+0.00
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	1>>	0	3	1>>	0.88-D	0.69-B	0.88-D	0.69-B	+0.00	+0.00
Via Lido (EW)	TS	0	3	1	2	3	0	0	0	0	1	0	2	0.47-A	0.55-A	0.47-A	0.55-A	+0.00	+0.00
32nd Street (EW)	TS	1	2	0	1	2	0	1.5	0.5	1>>	0.5	1.5	1>>	0.43-A	0.51-A	0.43-A	0.51-A	+0.00	+0.00
Riverside Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	2	0	1	3	1	0.84-D	0.90-D	0.84-D	0.90-D	+0.00	+0.00
Tustin Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0	1	0	1	2	0	0	2.5	0.5	0.71-C	0.63-B	0.71-C	0.63-B	+0.00	+0.00
Costa Mesa Intersections																			
Newport Boulevard (NS) at:																			
19th Street (EW)	TS	1	4	0	1	2.5	1.5	2.5	1.5	1	1	2.5	1.5>	0.83-D	0.89-D	0.83-D	0.90-D	+0.00	+0.01
Broadway (EW)	TS	1	4	0	1	3	1	0.5	0.5	1	1	1	0	0.67-B	0.69-B	0.67-B	0.69-B	+0.00	+0.00
Harbor Boulevard (EW)	TS	2	4	0	0	3	0	1	0	2>	0	0	0	0.78-C	0.94-E	0.78-C	0.94-E	+0.00	+0.00
18th Street/Rochester Stree	TS	1	4	0	1	3	1	2	1	1	1	1	0	0.74-C	0.89-D	0.74-C	0.89-D	+0.00	+0.00
17th Street (EW)	TS	1	3.5	0.5	2	3	1	3	1.5	0.5	2	3	1	0.78-C	0.76-C	0.78-C	0.76-C	+0.00	+0.00
16th Street (EW)	TS	1	3	1	1	3	1	0	1	1	0	1	1	0.51-A	0.52-A	0.51-A	0.52-A	+0.00	+0.00
Industrial Way (EW)	TS	1	3	0	1	3	0	0.5	0.5	1	1	1	1	0.60-A	0.58-A	0.60-A	0.58-A	+0.00	+0.00

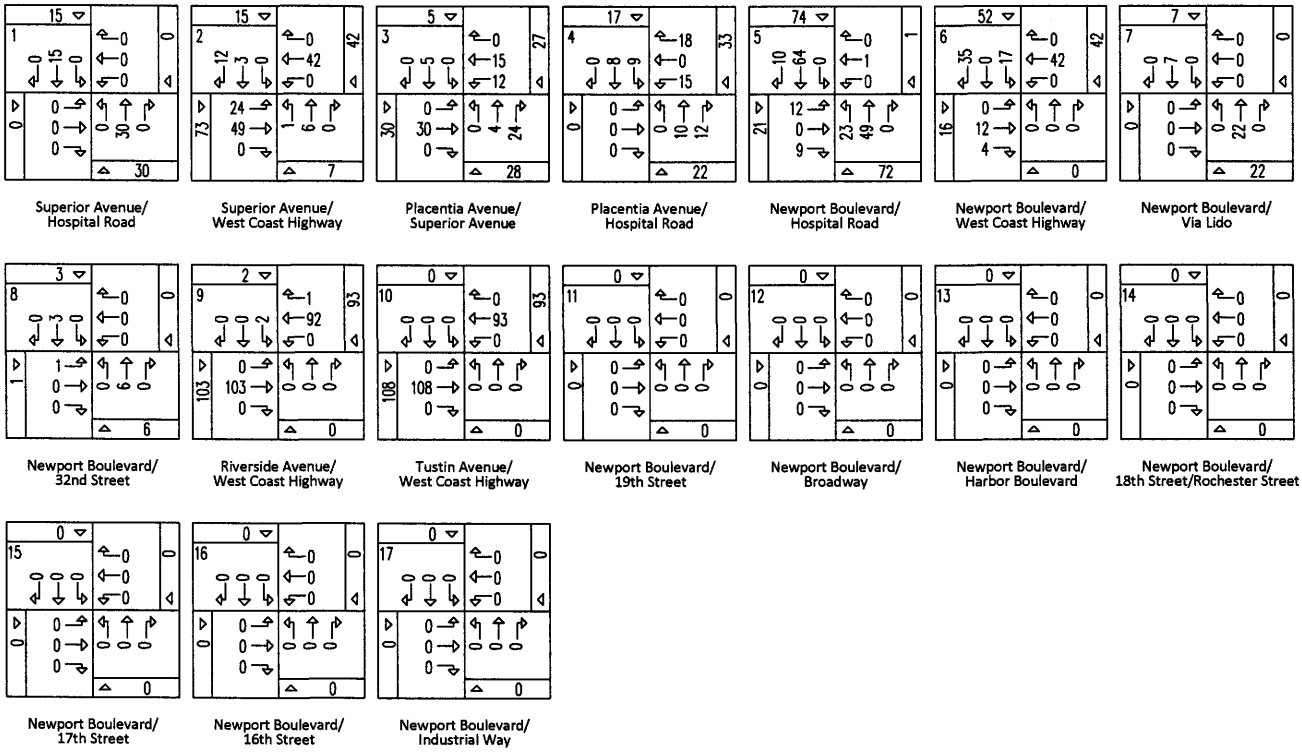
[1] ICU-LOS = Intersection Capacity Utilization - Level of Service

[2] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap

[3] TS = Traffic Signal

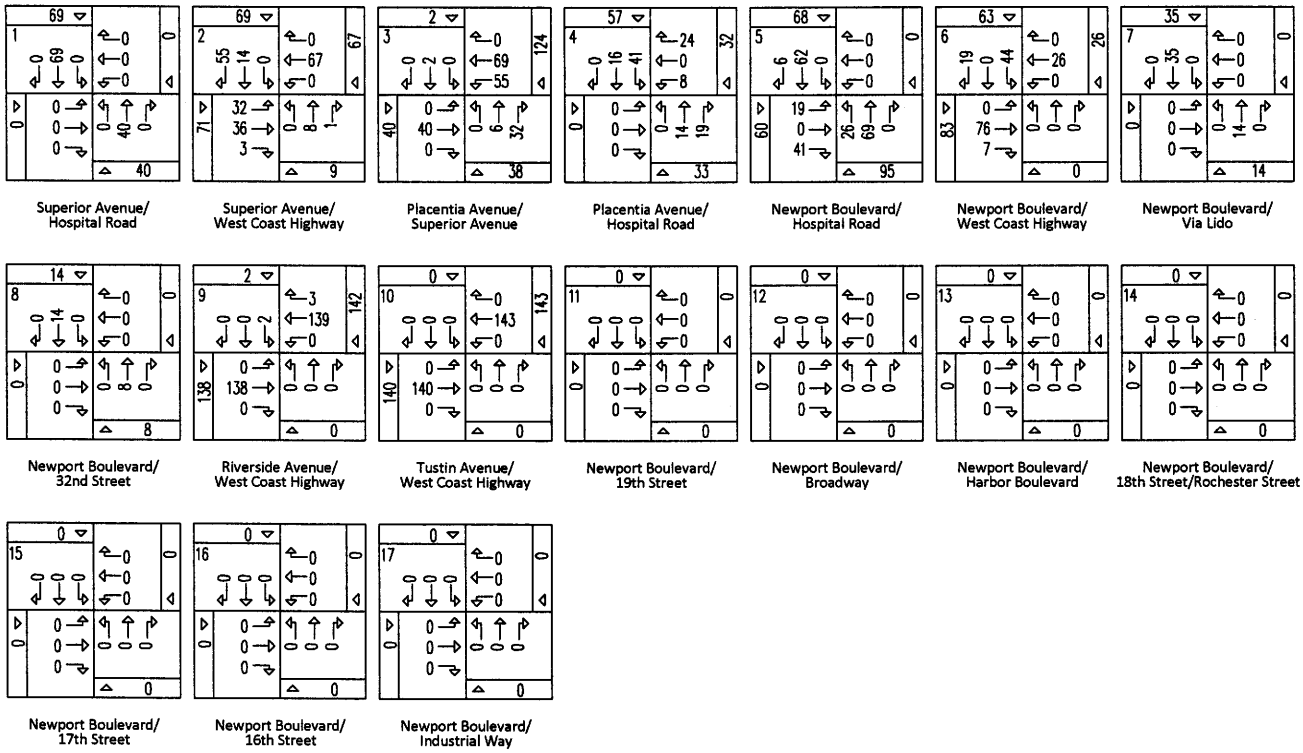
Figure 14
Approved Projects
Morning Peak Hour Intersection Turning Movement Volumes



4385/14

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 15
Approved Projects
Evening Peak Hour Intersection Turning Movement Volumes



4385/15

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 16
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour Intersection Turning Movement Volumes

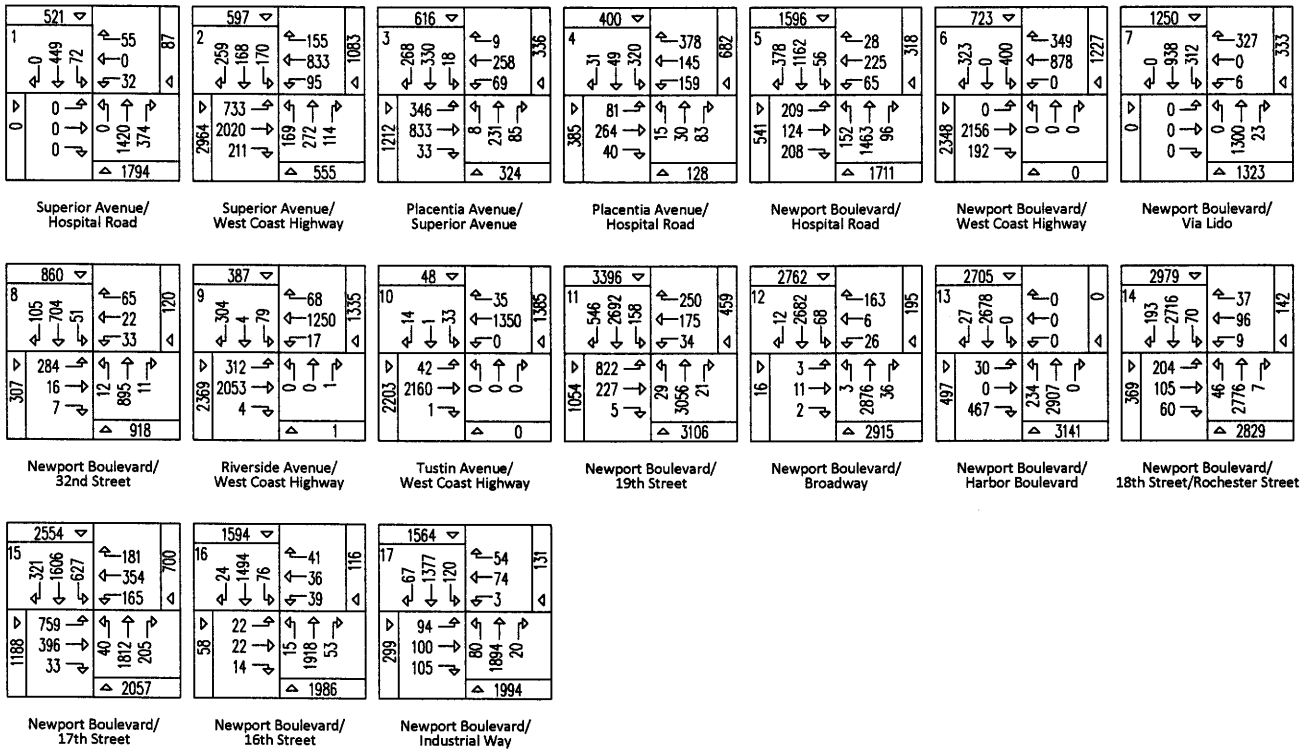
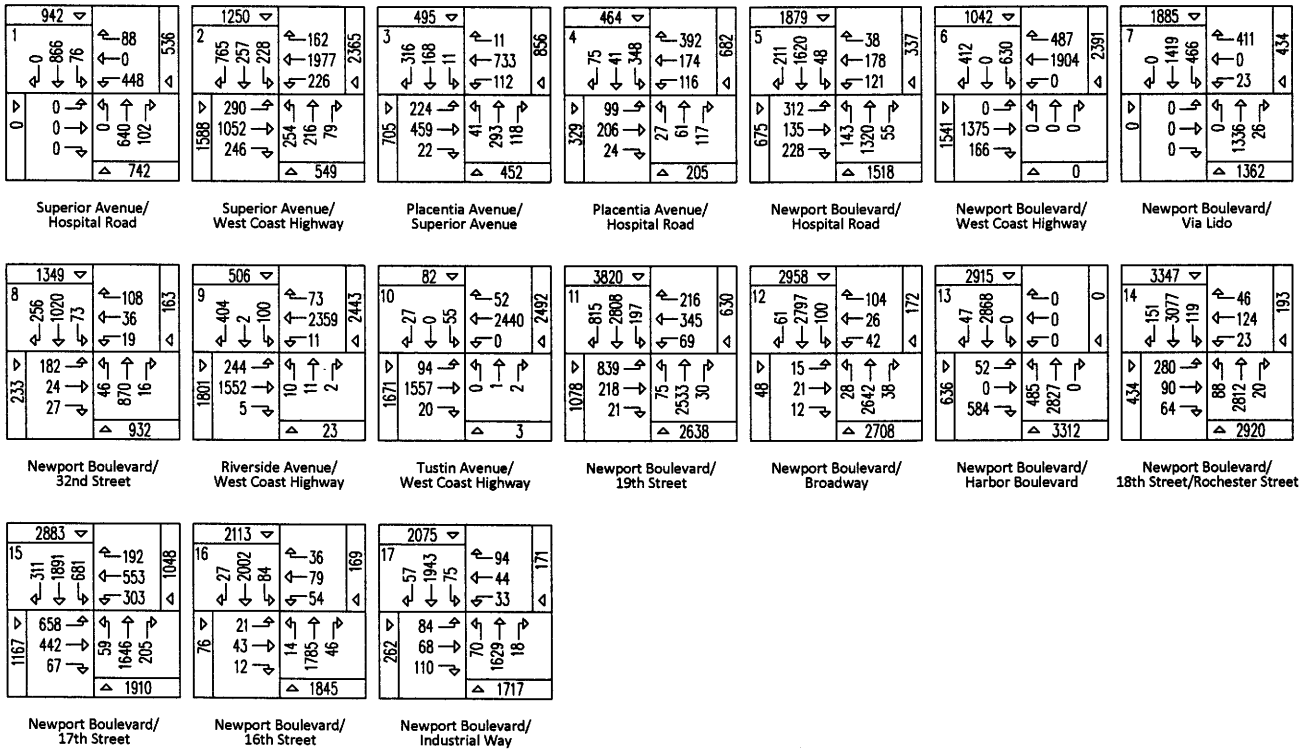


Figure 17
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour Intersection Turning Movement Volumes



Superior Avenue/ Hospital Road

Superior Avenue/ West Coast Highway

Placentia Avenue/ Superior Avenue

Placentia Avenue/ Hospital Road

Newport Boulevard/ Hospital Road

Newport Boulevard/ West Coast Highway

Newport Boulevard/ Via Lido

Newport Boulevard/ 32nd Street

Riverside Avenue/ West Coast Highway

Tustin Avenue/ West Coast Highway

Newport Boulevard/ 19th Street

Newport Boulevard/ Broadway

Newport Boulevard/ Harbor Boulevard

Newport Boulevard/ 18th Street/Rochester Street

Newport Boulevard/ 17th Street

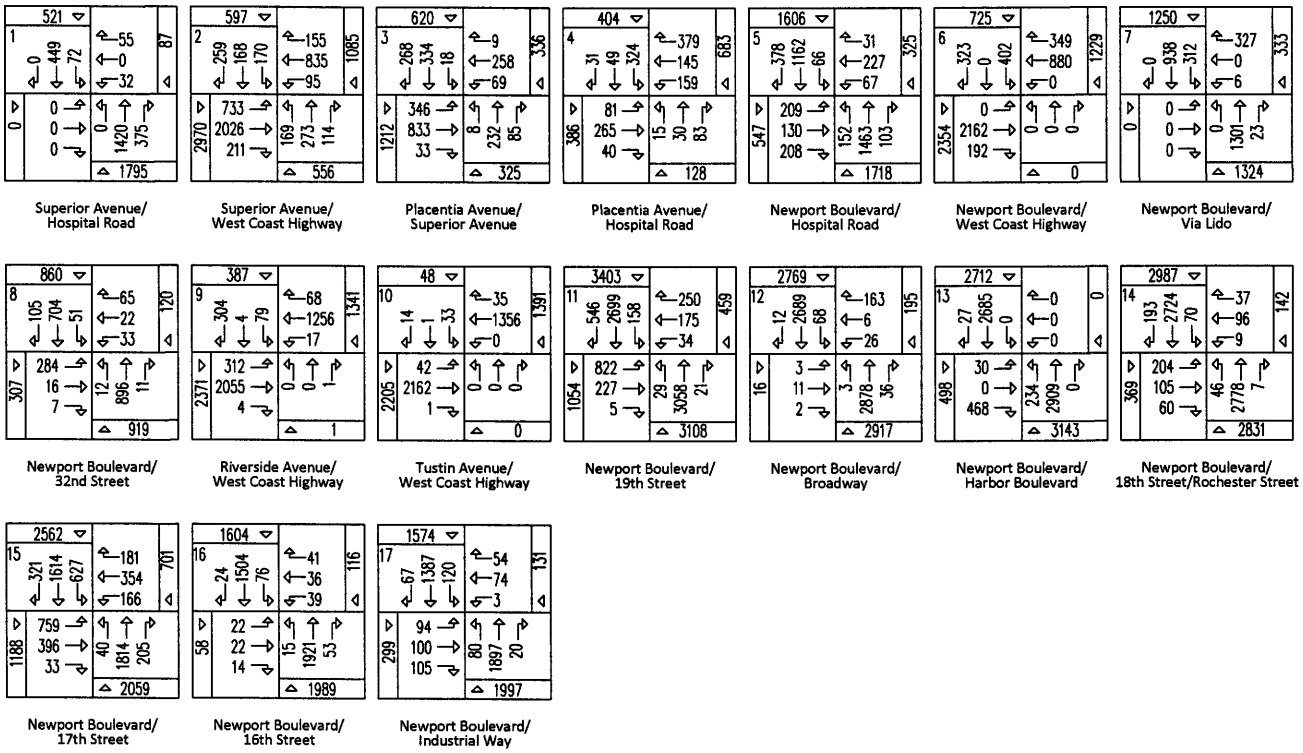
Newport Boulevard/ 16th Street

Newport Boulevard/ Industrial Way

4385/17

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 18
Existing + Growth (Year 2012) + Approved Project + Project
Morning Peak Hour Intersection Turning Movement Volumes

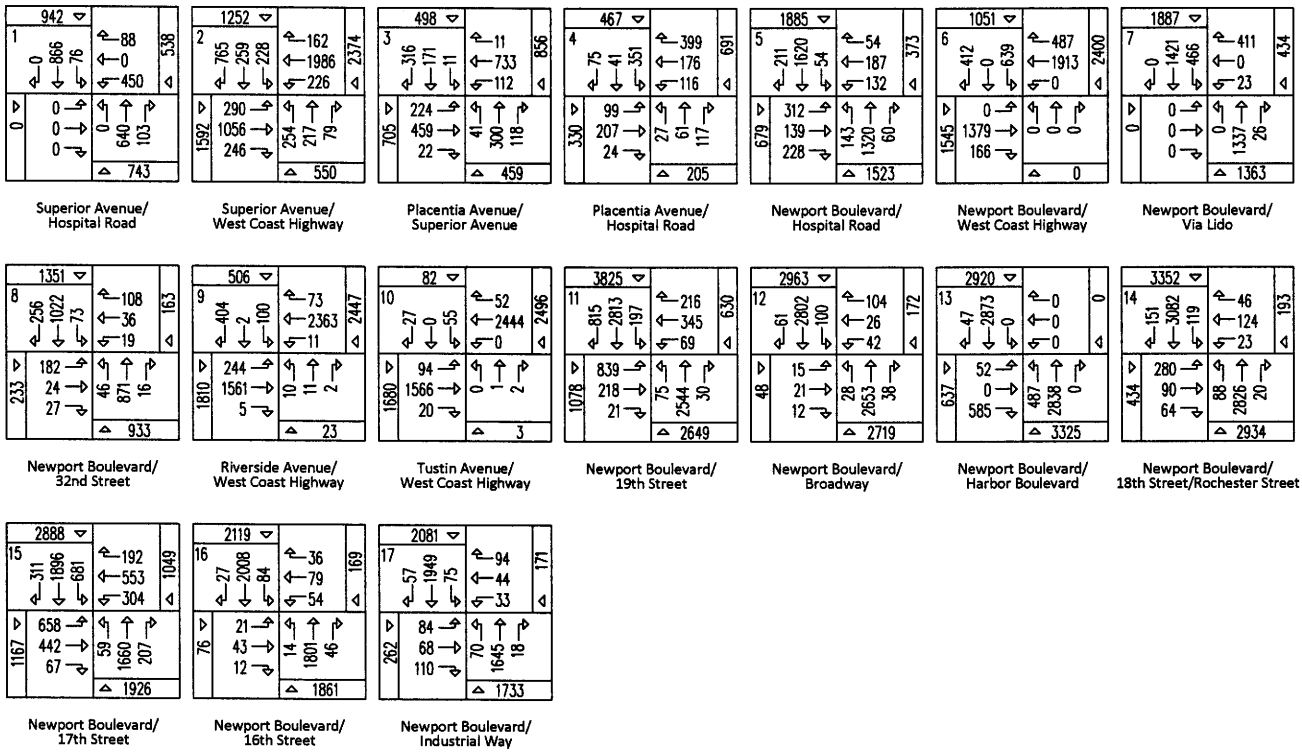


4385/18

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 19
Existing + Growth (Year 2012) + Approved Project + Project
Evening Peak Hour Intersection Turning Movement Volumes



4385/19

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

7. CEQA Analysis

The California Environmental Quality Act (CEQA) analysis (this part of the analysis is consistent with CEQA) included analysis of the Cities of Newport Beach/Costa Mesa study area intersections.

Cumulative Projects

The Cities of Newport Beach/Costa Mesa staff provided the cumulative projects in the study area for the CEQA analysis. Typically, the cumulative projects are known, but not approved project developments that are reasonably expected to be completed or nearly completed at the same time as the proposed project. The approved projects consist of development that has been approved but are not fully completed (see Section 5, including Table 5 and Appendix D). The cumulative projects utilized were ones that added traffic to the study area intersections. The cumulative project list is shown in Table 8 and the cumulative project traffic generation is included in Appendix F. Appendix F contains the directional distributions of the cumulative project traffic. The cumulative project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 20 and 21, respectively.

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

Intersection Capacity Utilization

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

The Levels of Service for existing + growth (Year 2012) + approved projects + cumulative projects traffic conditions have been calculated and are shown in Table 9. Existing + growth (Year 2012) + approved projects + cumulative projects morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 22 and 23, respectively. Existing + growth (Year 2012) + approved projects + cumulative projects Intersection Capacity Utilization worksheets are provided in Appendix C.

For existing + growth (Year 2012) + approved projects + cumulative projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Morning/Evening Peak Hours
Harbor Boulevard (EW) - Evening Peak Hour
18th Street/Rochester Street (EW) – Evening Peak Hour

The Levels of Service for existing +growth (Year 2012) + approved projects + cumulative projects + project traffic conditions have been calculated and are shown in Table 9. Existing +growth (Year 2012) + approved projects + cumulative projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 24 and 25, respectively. Existing + growth (Year 2012) + approved projects + cumulative projects + project Intersection Capacity Utilization worksheets are provided in Appendix C.

For existing + growth (Year 2012) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Morning/Evening Peak Hours
Harbor Boulevard (EW) - Evening Peak Hour
18th Street/Rochester Street (EW) – Evening Peak Hour

As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

Table 8

Cumulative Project List

Project Name
Newport Coast - TAZ 1
Newport Coast - TAZ 2
Newport Coast - TAZ 3
Newport Coast - TAZ 4
WPI-Newport, LLC
Pres Office Building B
Mariner's Medical Arts
Koll-Conexant
Newport Banning Ranch
Pacific Medical Plaza
Ocean Lofts
Westside Lofts
Plaza Residences

Table 9

CEQA Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]				ICU Increase	
		Northbound			Southbound			Eastbound			Westbound			Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects + Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Beach Intersections																			
Superior Avenue (NS) at:																			
Hospital Road (EW)	TS	1	2	0	1	2	0	0	1	0	1.5	0.5	0	0.637-B	0.454-A	0.638-B	0.455-A	+0.001	+0.001
West Coast Highway (EW)	TS	1.5	1	0.5	1.5	1.5	2>	2	3	1	1	4	0	0.686-B	0.803-D	0.687-B	0.805-D	+0.001	+0.002
Placentia Avenue (NS) at:																			
Superior Avenue (EW)	TS	0.5	1	0.5	1	1	1	1	2	0	1	2	0	0.522-A	0.594-A	0.525-A	0.594-A	+0.003	+0.000
Hospital Road (EW)	TS	0.5	0.5	1	1.5	0.5	0	1	2	0	1	2	0	0.464-A	0.525-A	0.466-A	0.530-A	+0.002	+0.005
Newport Boulevard (NS) at:																			
Hospital Road (EW)	TS	1	3	1	1	3	1	2	1	1	1	1.5	0.5	0.520-A	0.657-B	0.528-A	0.664-B	+0.008	+0.007
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	1>>	0	3	1>>	**0.905-E**	0.723-C	**0.907-E**	0.724-C	+0.002	+0.001
Via Lido (EW)	TS	0	3	1	2	3	0	0	0	0	1	0	2	0.471-A	0.554-A	0.471-A	0.555-A	+0.000	+0.001
32nd Street (EW)	TS	1	2	0	1	2	0	1.5	0.5	1>>	0.5	1.5	1>>	0.430-A	0.511-A	0.431-A	0.512-A	+0.001	+0.001
Riverside Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	2	0	1	3	1	0.868-D	**0.929-E**	0.869-D	**0.929-E**	+0.001	+0.000
Tustin Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0	1	0	1	2	0	0	2.5	0.5	0.730-C	0.655-B	0.731-C	0.656-B	+0.001	+0.001
Costa Mesa Intersections																			
Newport Boulevard (NS) at:																			
19th Street (EW)	TS	1	4	0	1	2.5	1.5	2.5	1.5	1	1	2.5	1.5>	**0.916-E**	**0.986-E**	**0.917-E**	**0.987-E**	+0.001	+0.001
Broadway (EW)	TS	1	4	0	1	3	1	0.5	0.5	1	1	1	0	0.704-C	0.761-C	0.705-C	0.761-C	+0.001	+0.000
Harbor Boulevard (EW)	TS	2	4	0	0	3	0	1	0	2>	0	0	0	0.827-D	**1.024-F**	0.829-D	**1.026-F**	+0.002	+0.002
18th Street/Rochester Street (EW)	TS	1	4	0	1	3	1	2	1	1	1	1	0	0.782-C	**0.962-E**	0.784-C	**0.963-E**	+0.002	+0.001
17th Street (EW)	TS	1	3.5	0.5	2	3	1	3	1.5	0.5	2	3	1	0.857-D	0.868-D	0.858-D	0.871-D	+0.001	+0.003
16th Street (EW)	TS	1	3	1	1	3	1	0	1	1	0	1	1	0.594-A	0.599-A	0.594-A	0.603-B	+0.000	+0.004
Industrial Way (EW)	TS	1	3	0	1	3	0	0.5	0.5	1	1	1	1	0.607-B	0.588-A	0.607-B	0.590-A	+0.000	+0.002

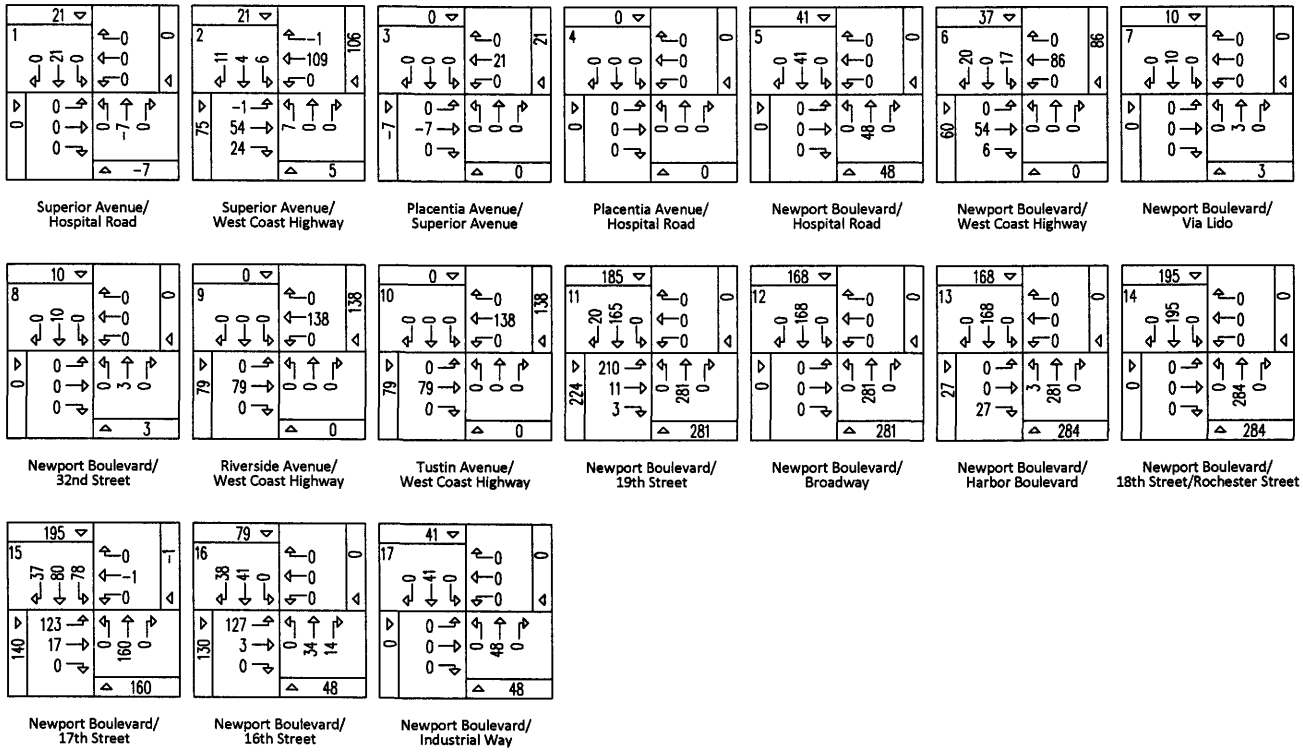
[1] ICU-LOS = Intersection Capacity Utilization - Level of Service

[2] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; 1 = Improvement

[3] TS = Traffic Signal

Figure 20
Cumulative Projects
Morning Peak Hour Intersection Turning Movement Volumes

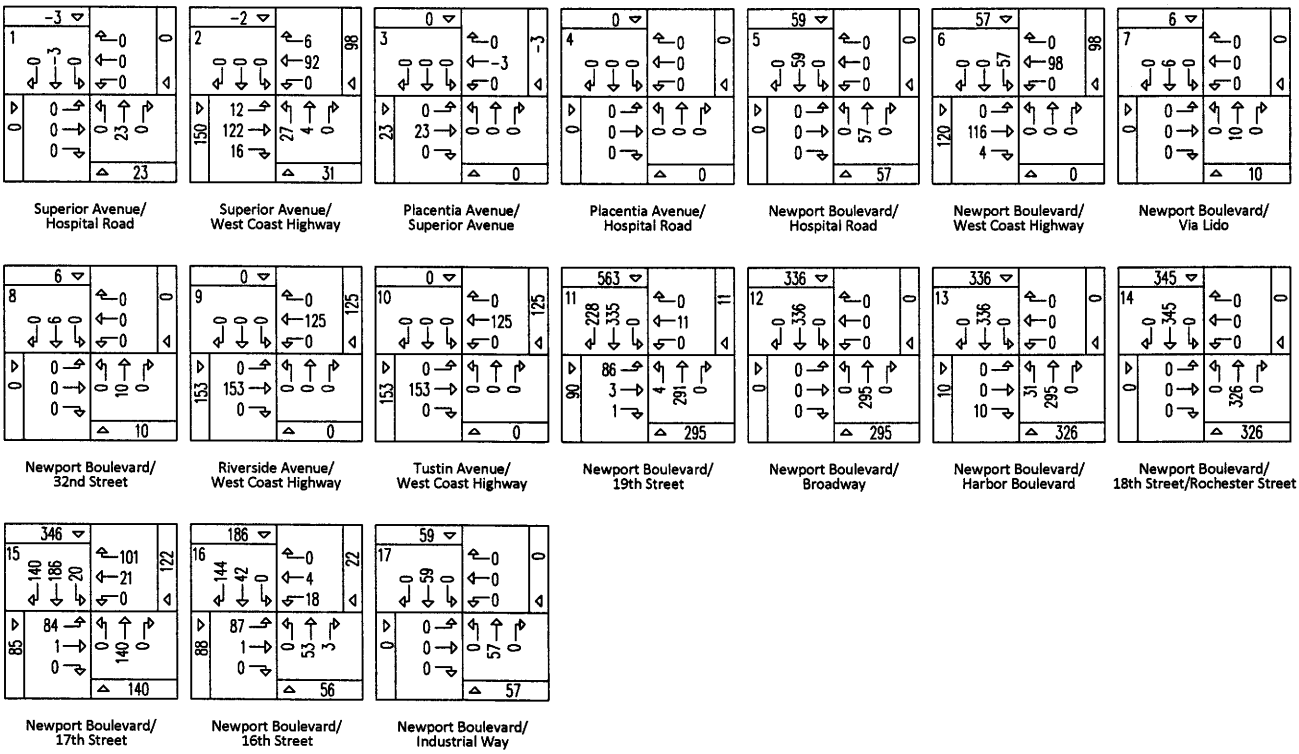


4385/20

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 21
Cumulative Projects
Evening Peak Hour Intersection Turning Movement Volumes

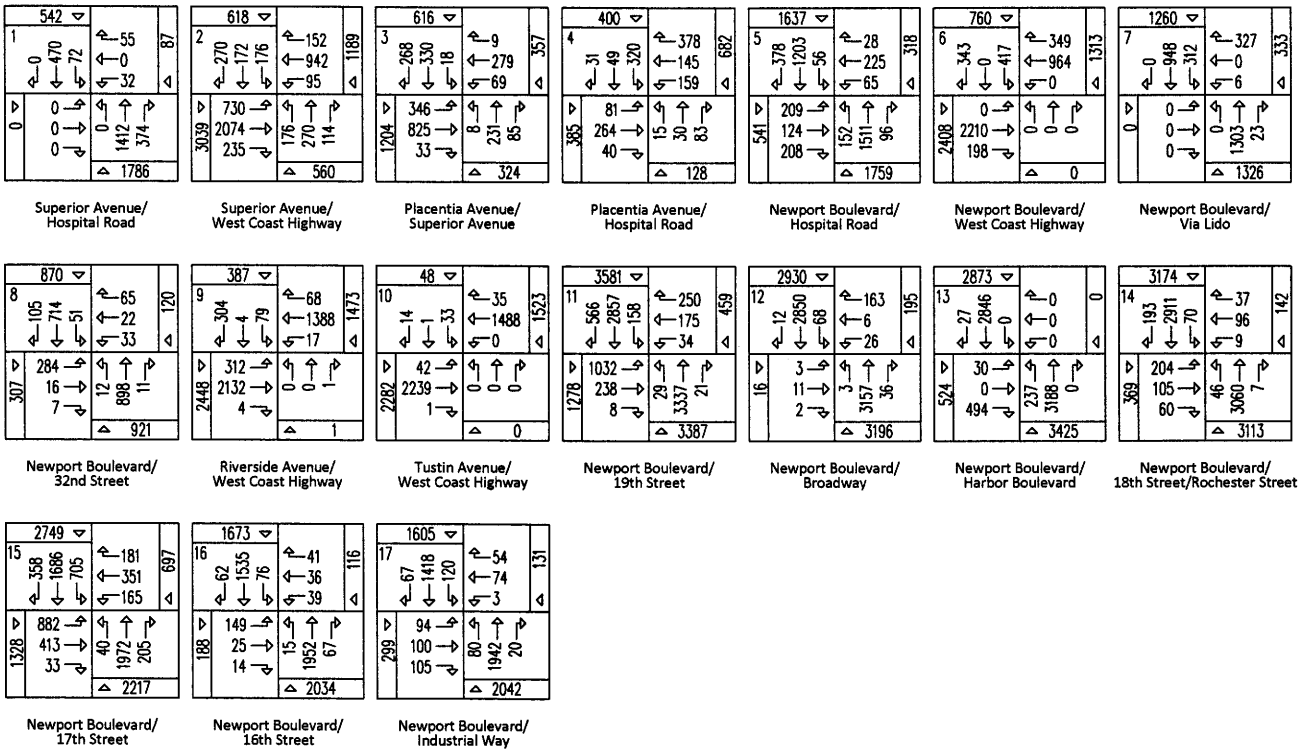


4385/21

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 22
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour Intersection Turning Movement Volumes

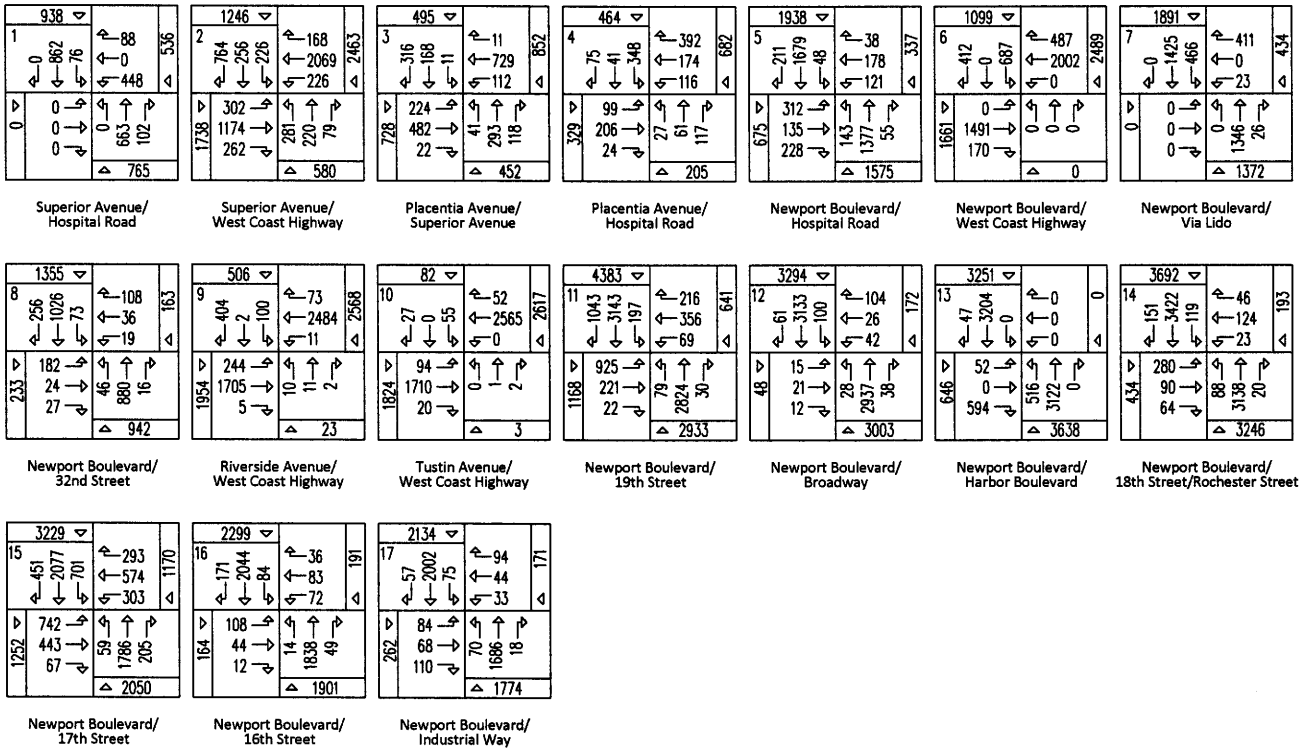


4385/22

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 23
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour Intersection Turning Movement Volumes

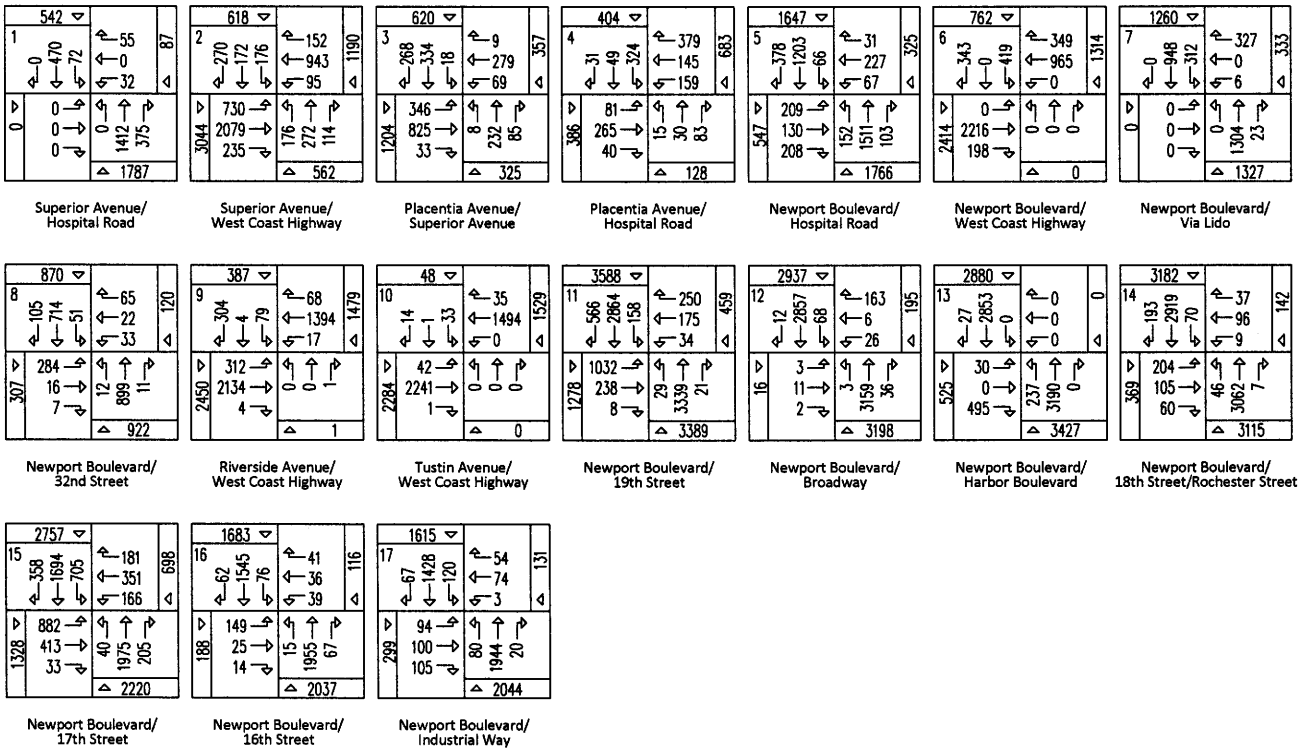


4385/23

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 24
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects + Project
Morning Peak Hour Intersection Turning Movement Volumes

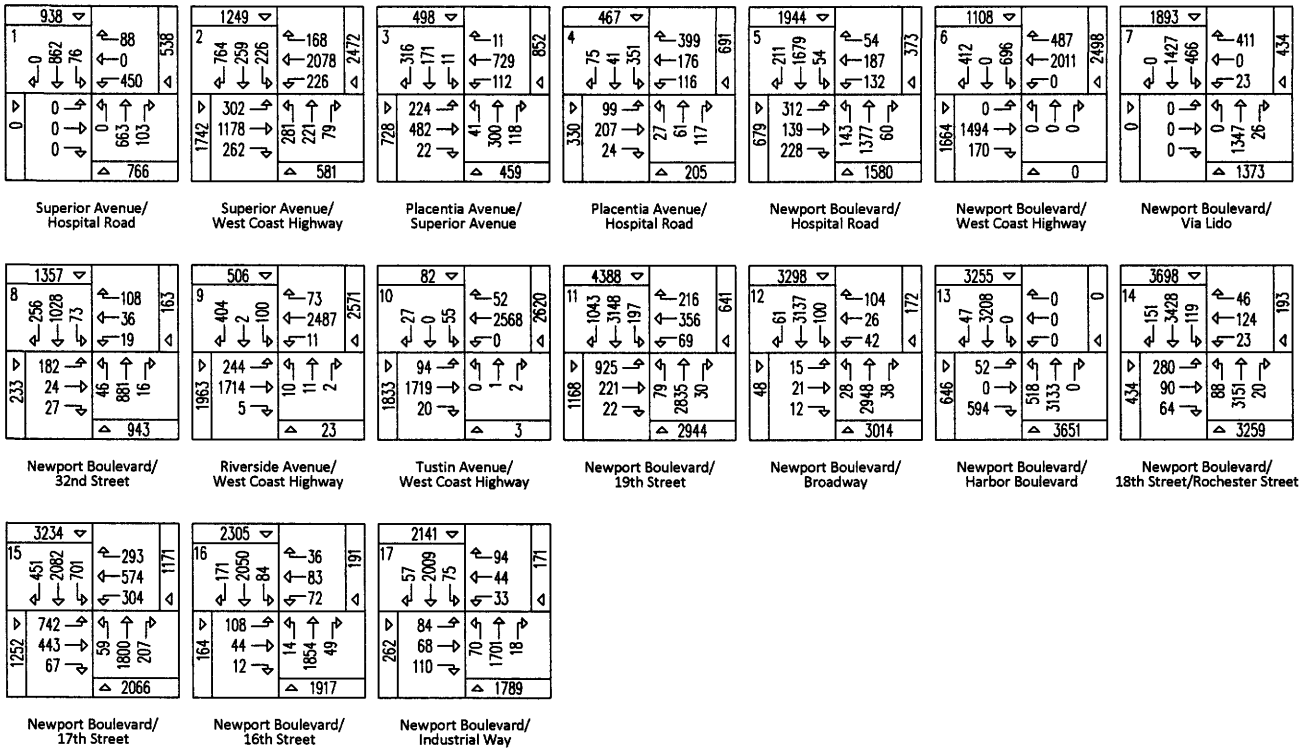


4385/24

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 25
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour Intersection Turning Movement Volumes



4385/25

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

8. General Plan Buildout Analysis

The General Plan Buildout traffic volumes have been obtained from the Cities of Newport Beach/Costa Mesa. The General Plan Buildout analysis has been completed for the City of Newport Beach/Costa Mesa study area intersections.

Traffic Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the traffic generation rates by the land use quantity, the project-generated traffic volumes are determined. The trip generation rates are derived from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 (see Table 2).

As shown below, the existing General Plan assumes 12,862.5 square feet of medical office and the proposed General Plan is projected for 25,725 square feet of medical office. The difference has been assigned for General Plan with project traffic conditions.

	Peak Hour						
	Morning			Evening			
Land Use	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Existing Medical Office	23	6	29	12	33	45	465
Proposed Medical Office	47	12	59	24	65	89	929

Intersection Capacity Utilization

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

The Levels of Service for General Plan Buildout without project traffic conditions have been calculated and are shown in Table 10. General Plan Buildout without project morning and evening peak hour intersection turning movement volumes have been calculated and are shown

on Figures 26 and 27, respectively. General Plan Buildout without project Intersection Capacity Utilization worksheets are provided in Appendix C.

For General Plan Buildout without project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

Riverside Avenue (NS) at:
West Coast Highway (EW) – Morning/Evening Peak Hours

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Evening Peak Hour
Harbor Boulevard (EW) – Morning/Evening Peak Hours
18th Street/Rochester Street (EW) – Evening Peak Hour
17th Street (EW) – Morning/Evening Peak Hours

The Levels of Service for General Plan Buildout with project traffic conditions have been calculated and are shown in Table 10. General Plan Buildout with project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 28 and 29, respectively. General Plan Buildout with project Intersection Capacity Utilization worksheets are provided in Appendix C.

For General Plan Buildout with project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

Riverside Avenue (NS) at:
West Coast Highway (EW) – Morning/Evening Peak Hours

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Evening Peak Hour
Harbor Boulevard (EW) – Morning/Evening Peak Hours
18th Street/Rochester Street (EW) – Evening Peak Hour
17th Street (EW) – Morning/Evening Peak Hours

As shown in Table 10 for the General Plan Buildout analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a

study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

Table 10

General Plan Buildout Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[2]												Peak Hour ICU-LOS[1]					
		Northbound			Southbound			Eastbound			Westbound			General Plan Buildout Without Project		General Plan Buildout With Project		ICU Increase	
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
Newport Beach Intersections																			
Superior Avenue (NS) at:																			
Hospital Road (EW)	TS	1	2	0	1	2	0	0	1	0	1.5	0.5	0	N/A	N/A	N/A	N/A	N/A	N/A
West Coast Highway (EW)	TS	1.5	1	0.5	1.5	1.5	2>	2	3	1	1	4	0	0.898-D	0.750-C	0.900-D	0.751-C	+0.002	+0.001
Placentia Avenue (NS) at:																			
Superior Avenue (EW)	TS	0.5	1	0.5	1	1	1	1	2	0	1	2	0	0.597-A	0.487-A	0.599-A	0.489-A	+0.002	+0.002
Hospital Road (EW)	TS	0.5	0.5	1	1.5	0.5	0	1	2	0	1	2	0	N/A	N/A	N/A	N/A	N/A	N/A
Newport Boulevard (NS) at:																			
Hospital Road (EW)	TS	1	3	1	1	3	1	2	1	1	1	1.5	0.5	0.760-C	0.850-D	0.770-C	0.856-D	+0.010	+0.006
West Coast Highway (EW)	TS	0	0	0	2	0	1	0	2	1>>	0	3	1>>	0.844-D	0.735-C	0.846-D	0.737-C	+0.002	+0.002
Via Lido (EW)	TS	0	3	1	2	3	0	0	0	0	1	0	2	0.640-B	0.498-A	0.640-B	0.498-A	+0.000	+0.000
32nd Street (EW)	TS	1	2	0	1	2	0	1.5	0.5	1>>	0.5	1.5	1>>	0.587-A	0.672-B	0.588-A	0.673-B	+0.001	+0.001
Riverside Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0.5	0.5	1>	1	2	0	1	3	1	**1.084-F**	**1.083-F**	**1.085-F**	**1.084-F**	+0.001	+0.001
Tustin Avenue (NS) at:																			
West Coast Highway (EW)	TS	0	1	0	0	1	0	1	2	0	0	2.5	0.5	0.875-D	0.788-C	0.875-D	0.788-C	+0.000	+0.000
Costa Mesa Intersections																			
Newport Boulevard (NS) at:																			
19th Street (EW)	TS	1	4	0	1	2.5	1.5	2.5	1.5	1	1	2.5	1.5>	0.813-D	**1.061-F**	0.814-D	**1.062-F**	+0.001	+0.001
Broadway (EW)	TS	1	4	0	1	3	1	0.5	0.5	1	1	1	0	0.765-C	0.863-D	0.765-C	0.863-D	+0.000	+0.000
Harbor Boulevard (EW)	TS	2	4	0	0	3	0	1	0	2>	0	0	0	**0.970-E**	**1.292-F**	**0.972-E**	**1.293-F**	+0.002	+0.001
18th Street/Rochester Stree	TS	1	4	0	1	3	1	2	1	1	1	1	0	0.836-D	**1.121-F**	0.837-D	**1.122-F**	+0.001	+0.001
17th Street (EW)	TS	1	3.5	0.5	2	3	1	3	1.5	0.5	2	3	1	**1.001-F**	**0.979-E**	**1.001-F**	**0.982-E**	+0.000	+0.003
16th Street (EW)	TS	1	3	1	1	3	1	0	1	1	0	1	1	0.629-B	0.677-B	0.629-B	0.679-B	+0.000	+0.002
Industrial Way (EW)	TS	1	3	0	1	3	0	0.5	0.5	1	1	1	1	0.604-B	0.527-A	0.605-B	0.528-A	+0.001	+0.001

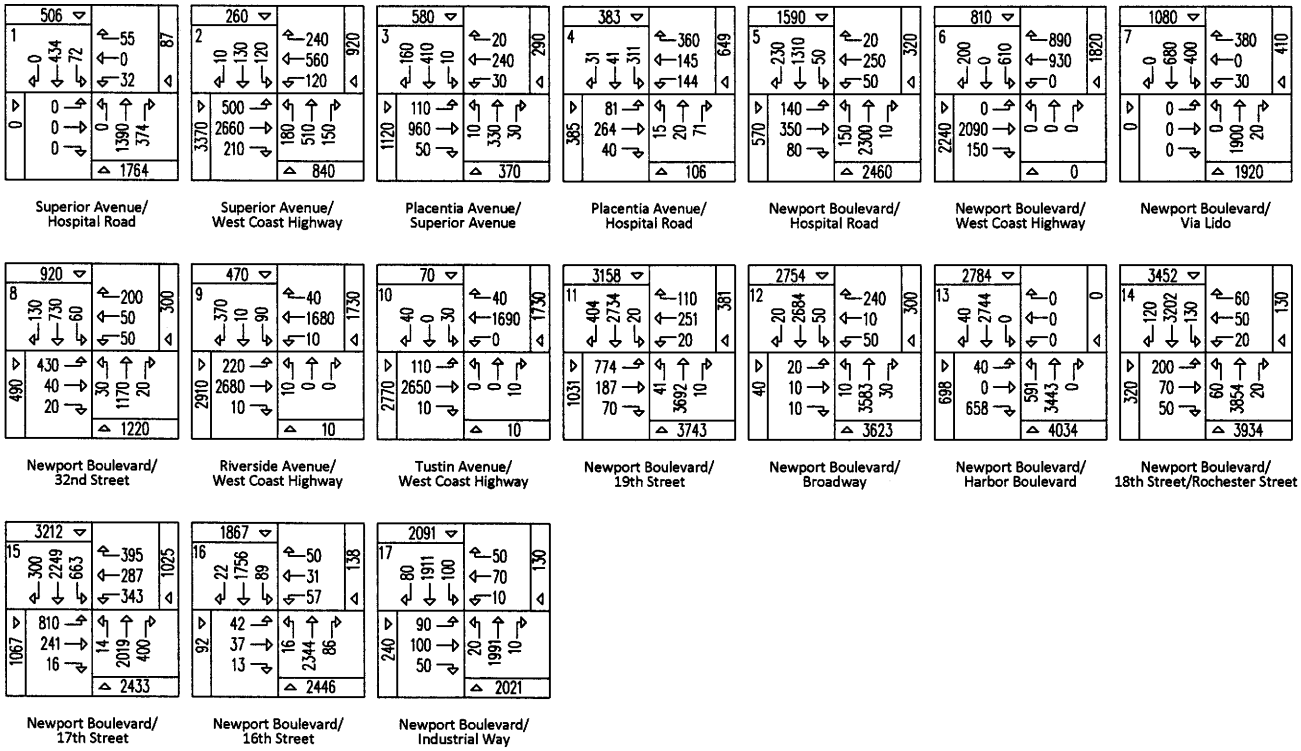
[1] ICU-LOS = Intersection Capacity Utilization - Level of Service

[2] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; 1 = Improvement

[3] TS = Traffic Signal

Figure 26
General Plan Buildout Without Project
Morning Peak Hour Intersection Turning Movement Volumes



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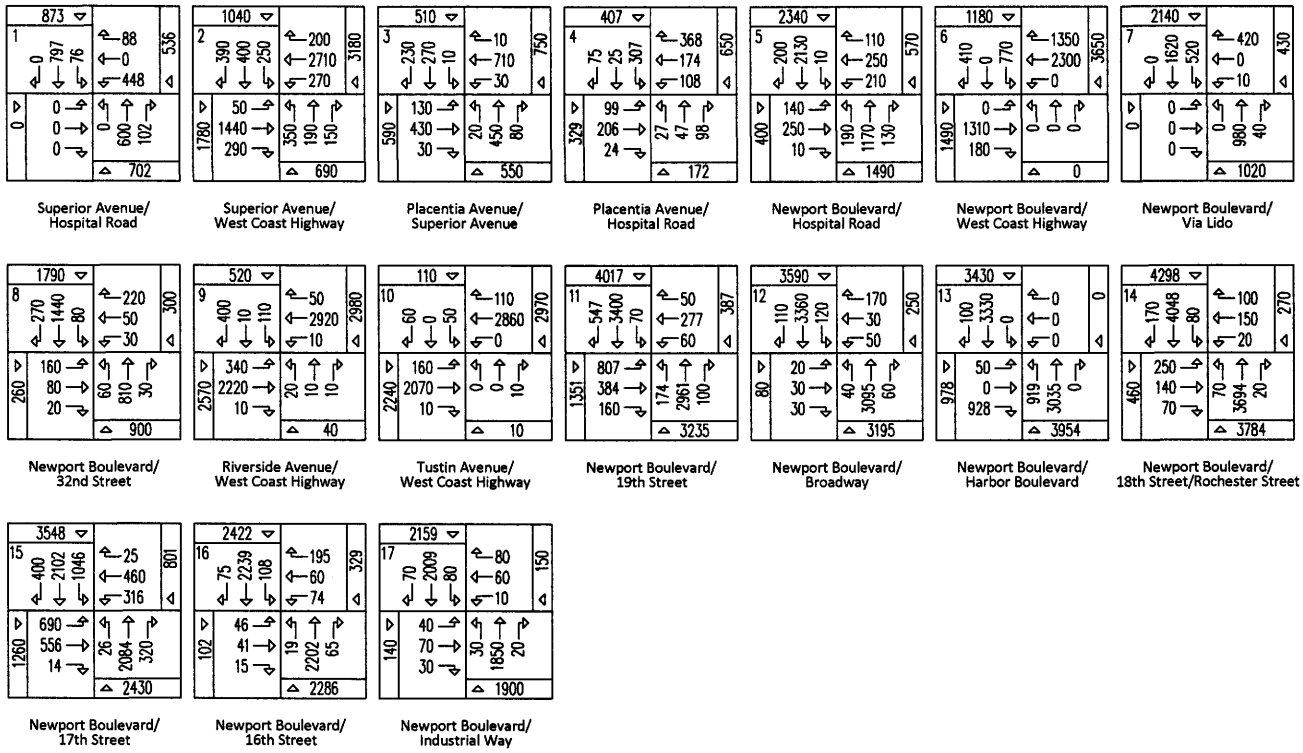
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 27
General Plan Buildout Without Project
Evening Peak Hour Intersection Turning Movement Volumes



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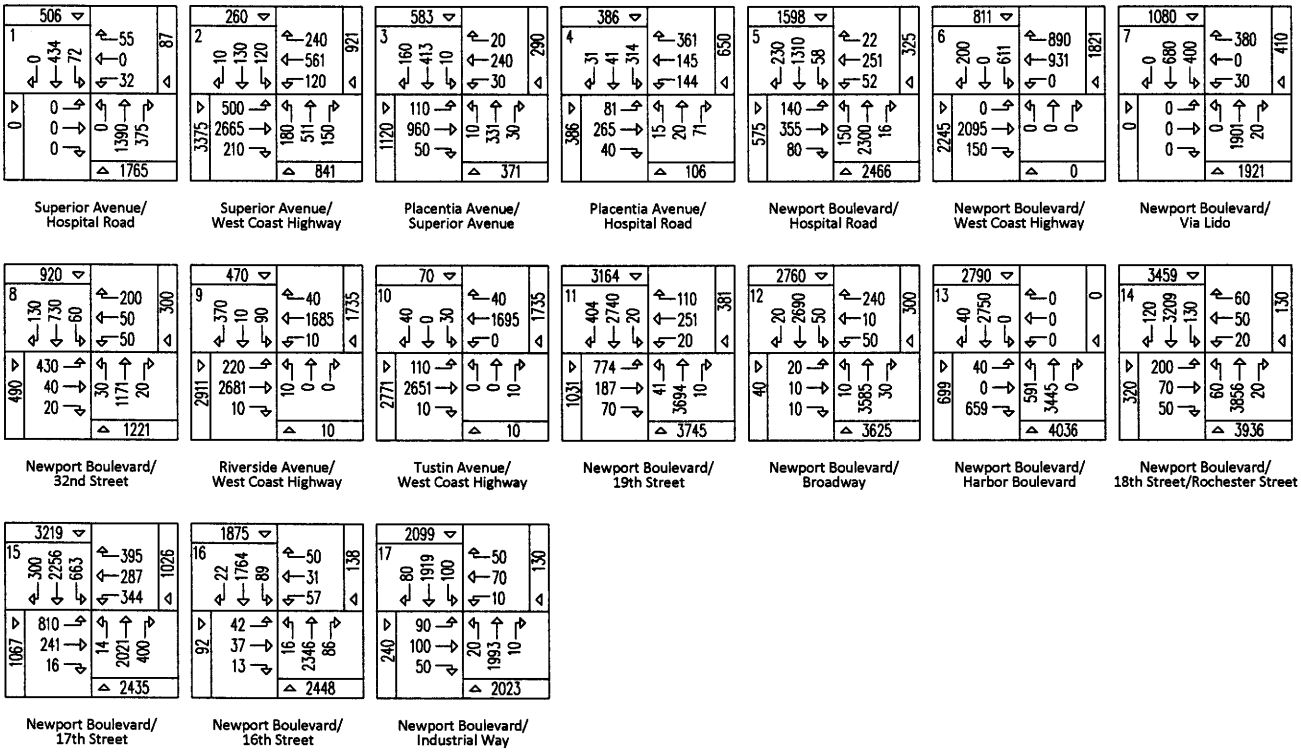
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 28
General Plan Buildout With Project
Morning Peak Hour Intersection Turning Movement Volumes



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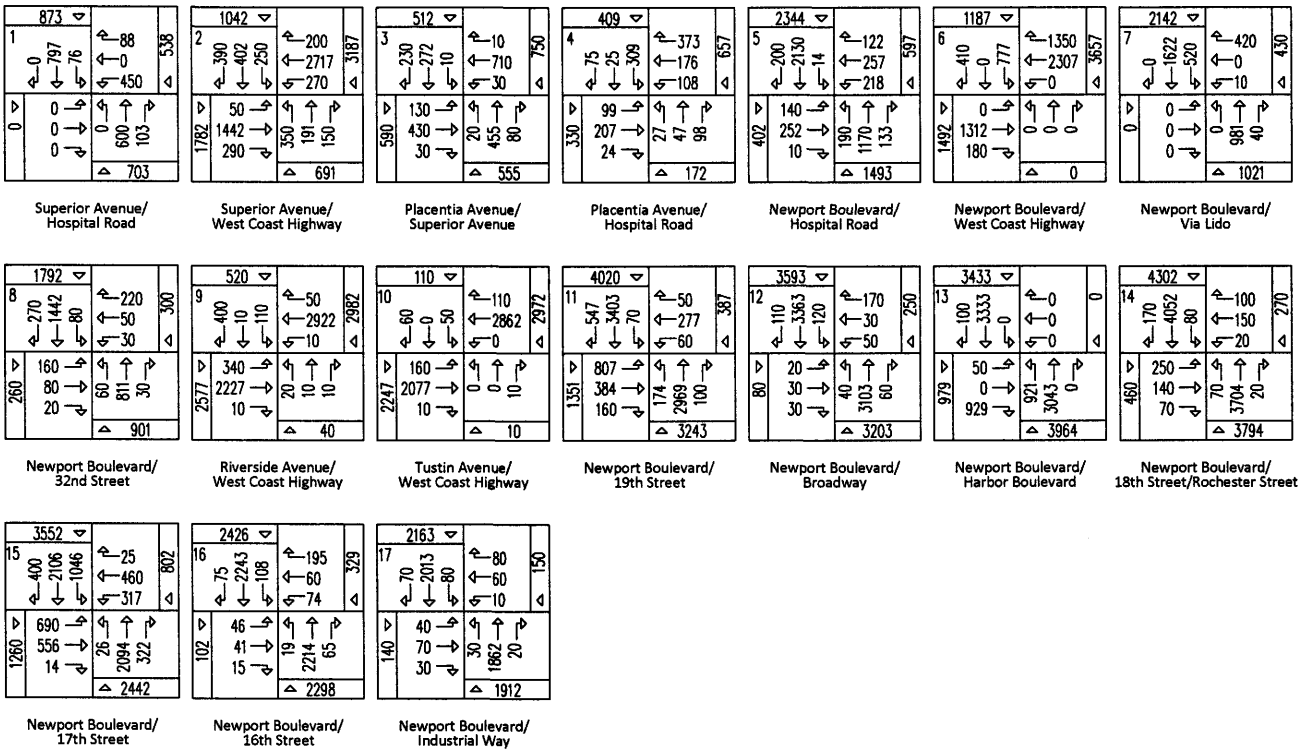
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

Figure 29
General Plan Buildout With Project
Evening Peak Hour Intersection Turning Movement Volumes



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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 30 YEARS OF EXCELLENT SERVICE

9. Delay Analysis

Discussed below is the delay methodology required by the California Department of Transportation. The delay and Level of Service summary for the study area intersections are shown in Table 11.

Delay Methodology

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

Delay Calculations

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

The study area intersections are projected to operate at Level of Service D or better during the peak hours for existing + growth (Year 2012) + approved projects + cumulative projects traffic conditions (see Appendix G).

The study area intersections are projected to operate at Level of Service D or better during the peak hours for existing + growth (Year 2012) + approved projects + cumulative projects + project traffic conditions (see Appendix G).

The study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours for General Plan Buildout without project traffic conditions (see Appendix G), except for the following study area intersection that is projected to operate at Level of Service F during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) – Evening Peak Hour

The study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours for General Plan Buildout with project traffic conditions (see Appendix G), except for the following study area intersection that is projected to operate at Level of Service F during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) – Evening Peak Hour

Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 11. As previously noted, the project is projected to not have a significant impact at the study area intersections.

Table 11

Intersection Delay and Level of Service Summary

Intersection	Peak Hour Delay (Seconds) - Level of Service													
	Existing		Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects + Project		Delay Increase		General Plan Buildout Without Project		General Plan Buildout With Project		Delay Increase	
	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening
Newport Beach Intersections														
Superior Avenue (NS) at:														
West Coast Highway (EW)	16.6-B	20.6-C	17.0-B	22.0-C	17.0-B	22.0-C	0.0	0.0	25.2-C	20.5-C	25.3-C	20.5-C	0.1	0.0
Newport Boulevard (NS) at:														
Hospital Road (EW)	14.6-B	15.1-B	14.9-B	16.1-B	15.1-B	16.6-B	0.2	0.5	16.1-B	20.5-C	16.5-B	21.1-C	0.4	0.6
West Coast Highway (EW)	11.1-B	11.9-B	13.8-B	13.5-B	13.9-B	13.7-B	0.1	0.2	15.8-B	15.1-B	15.9-B	15.3-B	0.1	0.2
Riverside Avenue (NS) at:														
West Coast Highway (EW)	8.5-A	11.3-B	8.4-A	12.0-B	8.4-A	12.1-B	0.0	0.1	13.9-B	16.4-B	13.9-B	16.4-B	0.0	0.0
Tustin Avenue (NS) at:														
West Coast Highway (EW)	14.5-B	4.9-A	25.9-C	5.2-A	26.1-C	5.2-A	0.2	0.0	54.4-D	8.4-A	54.7-D	8.5-A	0.3	0.1
Costa Mesa Intersections														
Newport Boulevard (NS) at:														
19th Street (EW)	17.0-B	22.6-C	25.2-C	40.9-D	25.3-C	41.0-D	0.1	0.1	16.4-B	48.4-D	16.5-B	48.5-D	0.1	0.1
Broadway (EW)	6.1-A	6.0-A	6.5-A	6.6-A	6.5-A	6.6-A	0.0	0.0	9.2-A	10.2-B	9.2-A	10.3-B	0.0	0.1
Harbor Boulevard (EW)	9.7-A	18.5-B	11.3-B	33.4-C	11.3-B	33.6-C	0.0	0.2	25.9-C	**101.0-F**	26.1-C	**101.3-F**	0.2	0.3
18th Street/Rochester Street (EW)	10.3-B	16.6-B	11.3-B	23.4-C	11.3-B	23.5-C	0.0	0.1	14.4-B	49.5-D	14.4-B	49.7-D	0.0	0.2
17th Street (EW)	20.5-C	21.5-C	25.2-C	28.1-C	25.2-C	28.3-C	0.0	0.2	48.9-D	39.3-D	48.9-D	39.6-D	0.0	0.3
16th Street (EW)	4.7-A	6.2-A	8.2-A	8.3-A	8.2-A	8.3-A	0.0	0.0	5.8-A	8.7-A	5.8-A	8.7-A	0.0	0.0
Industrial Way (EW)	10.2-B	8.3-A	10.3-B	8.4-A	10.3-B	8.4-A	0.0	0.0	8.5-A	6.1-A	8.5-A	6.1-A	0.0	0.0

10. Conclusions

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

Existing Traffic Conditions

a. The existing development consists of office, medical office, and residential land uses.

b. The project site currently has access to Old Newport Boulevard and the alley easterly of Old Newport Boulevard adjacent to the project site.

c. Pursuant to discussions with the Cities of Newport Beach/Costa Mesa staff, the study area includes the following study area intersections:

Newport Beach Intersections:

Superior Avenue (NS) at:
- Hospital Road (EW)
- West Coast Highway (EW)

Placentia Avenue (NS) at:
- Superior Avenue (EW)
- Hospital Road (EW)

Newport Boulevard (NS) at:
- Hospital Road (EW)
- West Coast Highway (EW)
- Via Lido (EW)
- 32nd Street (EW)

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
- 19th Street (EW)
- Broadway (EW)
- Harbor Boulevard (EW)
- 18th Street/Rochester Street (EW)

17th Street (EW)
16th Street (EW)
Industrial Way (EW)

d. For existing (Year 2009) traffic conditions, the study area intersections are currently operating at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

Traffic Summary

a. The existing site development approval generates a total of approximately 226 daily vehicle trips, 23 of which occur during the morning peak hour and 26 of which occur during the evening peak hour. The proposed project is projected to generate a total of approximately 929 daily vehicle trips, 59 of which would occur during the morning peak hour and 89 of which would occur during the evening peak hour. Based upon the difference in trips generated between the current approval and proposed project, the proposed project is projected to generate a total of approximately 703 more daily vehicle trips, 36 more of which would occur during the morning peak hour and 63 more of which would occur during the evening peak hour.

b. For existing (Year 2009) + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

c. As shown in Table 4 for the existing (Year 2009) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

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

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

Newport Beach Intersections:

Placentia Avenue (NS) at:
Superior Avenue (EW) – Evening Peak Hour
Hospital Road (EW) – Evening Peak Hour

Newport Boulevard (NS) at:
Hospital Road (EW) – Morning/Evening Peak Hours

f. For existing + growth (Year 2012) + approved projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

g. For existing + growth (Year 2012) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersection that operates at Level of Service E during the evening peak hour:

Costa Mesa Intersection:

Newport Boulevard (NS) at:
Harbor Boulevard (EW) - Evening Peak Hour

h. As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

i. For existing + growth (Year 2012) + approved projects + cumulative projects traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Morning/Evening Peak Hours
Harbor Boulevard (EW) - Evening Peak Hour
18th Street/Rochester Street (EW) – Evening Peak Hour

j. For existing + growth (Year 2012) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

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

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

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Morning/Evening Peak Hours
Harbor Boulevard (EW) - Evening Peak Hour
18th Street/Rochester Street (EW) – Evening Peak Hour

k. As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

l. For General Plan Buildout without project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

Riverside Avenue (NS) at:
West Coast Highway (EW) – Morning/Evening Peak Hours

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Evening Peak Hour
Harbor Boulevard (EW) – Morning/Evening Peak Hours
18th Street/Rochester Street (EW) – Evening Peak Hour
17th Street (EW) – Morning/Evening Peak Hours

m. For General Plan Buildout with project traffic conditions, the study area intersections are projected to operate at Level of Service D or better during the morning/evening peak hours, except for the following study area intersections that are projected to operate at Level of Service E/F during the peak hours:

Newport Beach Intersections:

Riverside Avenue (NS) at:
West Coast Highway (EW) – Morning/Evening Peak Hours

Costa Mesa Intersections:

Newport Boulevard (NS) at:
19th Street (EW) – Evening Peak Hour
Harbor Boulevard (EW) – Morning/Evening Peak Hours
18th Street/Rochester Street (EW) – Evening Peak Hour
17th Street (EW) – Morning/Evening Peak Hours

n. As shown in Table 10 for the General Plan Buildout analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

o. Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 11. As previously noted, the project is projected to not have a significant impact at the study area intersections.

Recommended Improvements

a. Site-specific circulation and access recommendations are depicted on Figure 30.

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

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

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

Required Improvements

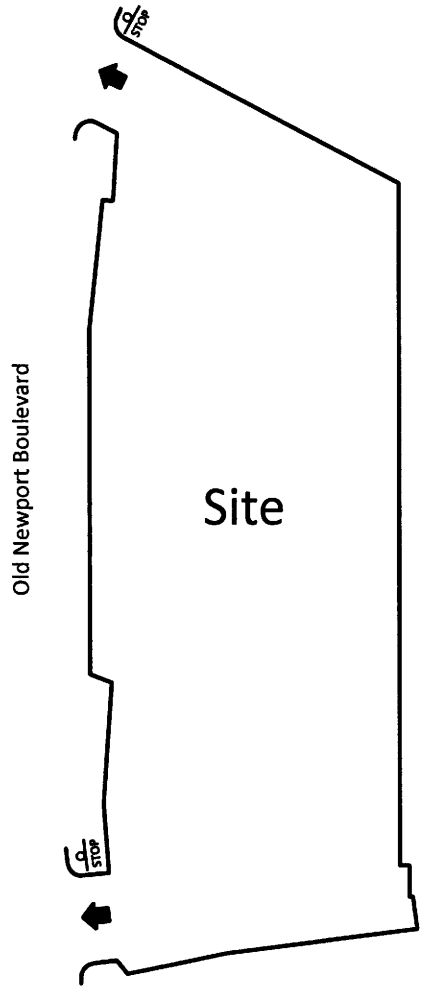
a. As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

b. As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

c. As shown in Table 10 for the General Plan Buildout analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

d. Based upon the delay methodology required by the California Department of Transportation, the delay and Level of Service summary for the study area intersections are shown in Table 11. As previously noted, the project is projected to not have a significant impact at the study area intersections.

Figure 30
Circulation Recommendations



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

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

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

Legend

STOP = Stop Sign

= Full Access Driveway

N

NTS

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Appendices

Appendix A	**Glossary of Transportation Terms**
Appendix B	**Year 2003/2007/2008/2009 Worksheets**
Appendix C	**Explanation and Calculation of Intersection Capacity Utilization**
Appendix D	**Approved Project Data**
Appendix E	**TPO One-Percent Analysis Calculation Worksheets**
Appendix F	**Cumulative Project Data**
Appendix G	**Explanation and Calculation of Intersection Delay**

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

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

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APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

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

TERMS

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

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

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

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

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

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

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

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

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

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

DAILY TRAFFIC: Same as average daily traffic.

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

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

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

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

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

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

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

FIXED TIME SIGNAL: Same as pretimed signal.

FORCED FLOW: Opposite of free flow.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B

Year 2003/2007/2008/2009 Worksheets

SU2490AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SUPERIOR AVENUE & HOSPITAL ROAD 2490
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC

2003 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		0	0.000					
NT	3200		1390	0.551 *					
NR			374						
SL	1600		72	0.045 *					
ST	3200		434	0.1[illegible]					
SR			0						
EL			0						
ET	1600		0	0.000					
ER			0						
WL	2400		32	0.013					
WT	800		0	0.069 *					
WR			55						
EXISTING I.C.U.				0.665					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

SU2490PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: SUPERIOR AVENUE & HOSPITAL ROAD 2490
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC

2003 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		0	0.000					
NT	3200		600	0.219 *					
NR			102						
SL	1600		76	0.048 *					
ST	3200		797	0.249					
SR			0						
EL	1600		0	[illegible]					
ET			0						
ER			0						
WL	2400		448	0.187					
WT	800		0	0.110					
WR			88						
EXISTING I.C.U.				0.454					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

CH 1855

Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
Tustin, CA. 92780

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

File Name : H0902157
Site Code : 00000000
Start Date : 2/12/2009
Page No : 1

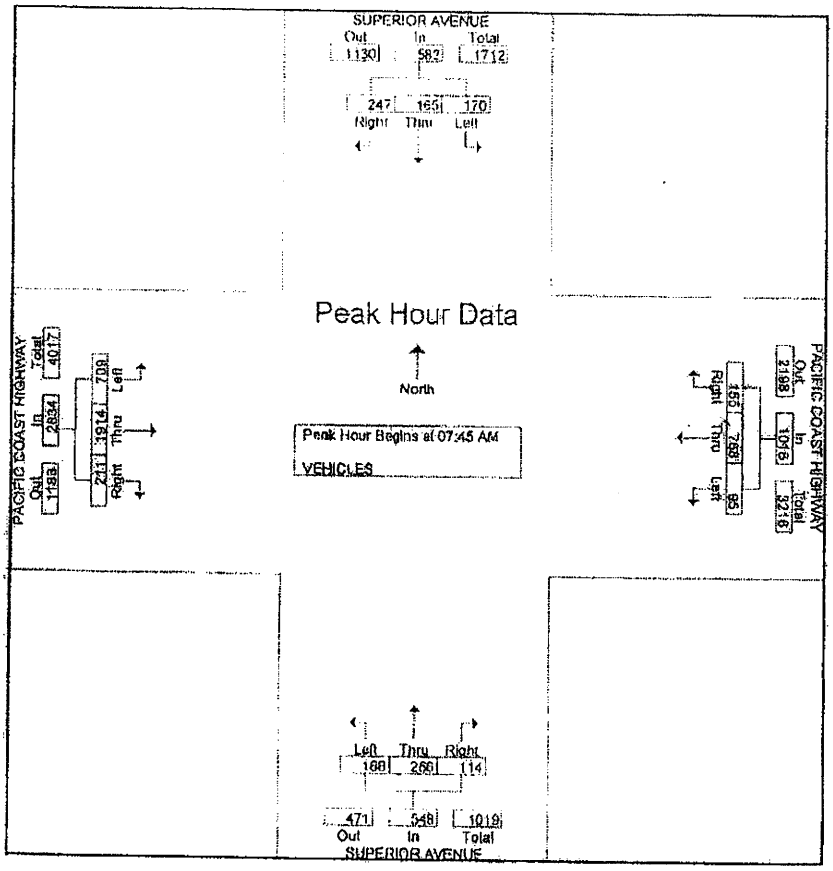
Groups Printed- VEHICLES

	SUPERIOR AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			SUPERIOR AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	48	31	37	18	158	11	18	49	27	38	409	119	963
07:15 AM	56	36	31	27	163	18	23	57	29	51	447	168	1106
07:30 AM	43	29	38	29	156	20	21	67	38	41	469	150	1101
07:45 AM	59	37	42	31	166	22	24	61	37	50	462	171	1162
Total	206	133	148	105	643	71	86	234	131	180	1787	608	4332
08:00 AM	61	44	43	39	197	24	29	64	42	57	506	187	1293
08:15 AM	68	37	45	47	207	27	30	72	48	53	497	181	1312
08:30 AM	59	47	40	38	198	22	31	69	41	51	449	170	1215
08:45 AM	47	41	36	29	191	26	30	64	39	49	421	159	1132
Total	235	169	164	153	793	99	120	269	170	210	1873	697	4952
*** BREAK ***													
04:30 PM	166	42	47	33	437	41	16	37	53	44	210	56	1182
04:45 PM	147	57	53	38	456	47	19	40	59	49	222	59	1246
Total	313	99	100	71	893	88	35	77	112	93	432	115	2428
05:00 PM	144	46	51	35	470	52	14	52	51	53	230	62	1260
05:15 PM	176	57	59	38	448	58	19	53	62	59	240	63	1332
05:30 PM	189	66	51	42	467	61	21	46	62	66	257	67	1395
05:45 PM	174	61	62	40	458	56	18	53	69	61	251	64	1367
Total	683	230	223	155	1843	227	72	204	244	239	978	256	5354
06:00 PM	171	59	56	42	481	51	20	56	61	57	238	64	1356
06:15 PM	157	51	54	37	464	52	33	64	59	59	233	57	1320
Grand Total	1765	741	745	563	5117	588	366	904	777	838	5541	1797	19742
Apprch %	54.3	22.8	22.9	9	81.6	9.4	17.9	44.2	38	10.2	67.8	22	
Total %	8.9	3.8	3.8	2.9	25.9	3	1.9	4.6	3.9	4.2	28.1	9.1	

Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902157
Site Code : 00000000
Start Date : 2/12/2009
Page No : 2

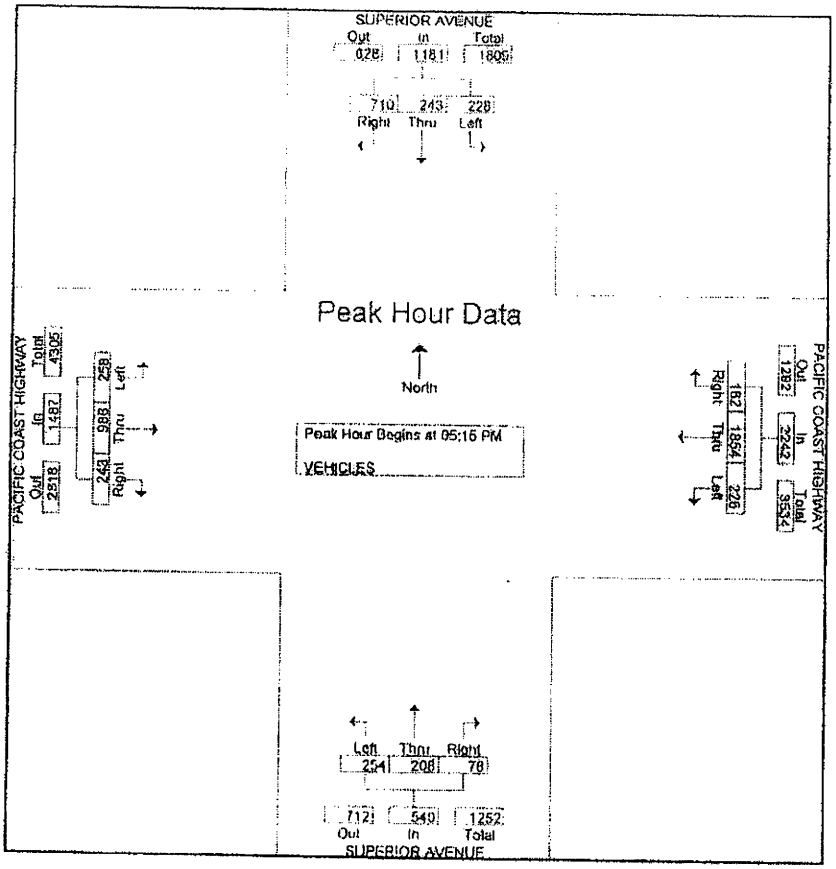
	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				SUPERIOR AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	59	37	42	138	31	166	22	219	24	61	37	122	50	462	171	683	1162
08:00 AM	61	44	43	148	39	197	24	260	29	64	42	135	57	506	187	750	1293
08:15 AM	68	37	45	150	47	207	27	281	30	72	48	150	53	497	181	731	1312
08:30 AM	59	47	40	146	38	198	22	258	31	69	41	141	51	449	170	670	1215
Total Volume	247	165	170	582	155	768	95	1018	114	266	168	548	211	1914	709	2834	4982
% App. Total	42.4	28.4	29.2		15.2	75.4	9.3		20.8	48.5	30.7		7.4	67.5	25		
PHF	.908	.878	.944	.970	.824	.928	.880	.906	.919	.924	.875	.913	.925	.946	.948	.945	.949



Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902157
Site Code : 00000000
Start Date : 2/12/2009
Page No : 3

	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				SUPERIOR AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	176	57	59	292	38	448	58	544	19	53	62	134	59	240	63	362	1332
05:30 PM	189	66	51	306	42	467	61	570	21	46	62	129	66	257	67	390	1395
05:45 PM	174	61	62	297	40	458	56	554	18	53	69	140	61	251	64	376	1367
06:00 PM	171	59	56	286	42	481	51	574	20	56	61	137	57	238	64	359	1356
Total Volume	710	243	228	1181	162	1854	226	2242	78	208	254	540	243	986	258	1487	5450
% App. Total	60.1	20.6	19.3		7.2	82.7	10.1		14.4	38.5	47		16.3	66.3	17.4		
PHF	.939	.920	.919	.965	.964	.964	.926	.976	.929	.929	.920	.964	.920	.959	.963	.953	.977



SU2565

Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SUPERIOR AVENUE
E-W Direction: PLACENTIA AVENUE

File Name : H0902159
Site Code : 00000000
Start Date : 2/12/2009
Page No : 1

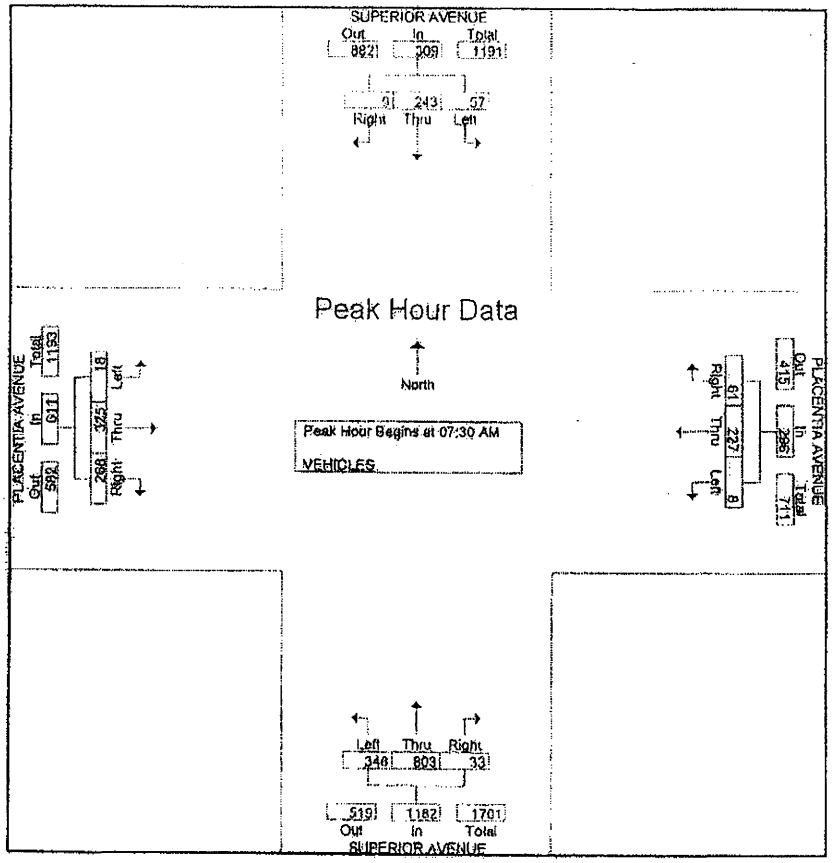
Groups Printed- VEHICLES

	SUPERIOR AVENUE Southbound			PLACENTIA AVENUE Westbound			SUPERIOR AVENUE Northbound			PLACENTIA AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	55	8	6	23	2	4	141	43	59	36	4	382
07:15 AM	0	40	7	5	34	1	4	160	56	50	44	2	403
07:30 AM	1	67	15	19	53	3	6	197	60	49	82	3	555
07:45 AM	3	61	9	11	62	2	12	197	110	77	104	8	656
Total	5	223	39	41	172	8	26	695	269	235	266	17	1996
08:00 AM	4	57	16	9	69	0	6	183	90	75	65	2	576
08:15 AM	1	58	17	22	43	3	9	226	86	67	74	5	611
08:30 AM	2	67	12	11	33	6	12	193	81	64	59	3	543
08:45 AM	1	58	16	8	35	3	11	200	102	53	67	1	555
Total	8	240	61	50	180	12	38	802	359	259	265	11	2285
*** BREAK ***													
04:30 PM	2	181	14	26	85	13	4	98	61	80	38	3	585
04:45 PM	3	144	14	14	65	8	7	104	55	94	41	4	553
Total	5	325	28	40	150	21	11	202	116	174	79	7	1138
05:00 PM	2	181	17	27	98	8	5	113	54	75	51	1	632
05:15 PM	4	158	12	19	59	12	6	104	54	67	36	3	534
05:30 PM	1	175	4	22	64	9	4	117	57	79	44	2	578
05:45 PM	2	161	5	10	40	12	3	107	55	77	34	0	506
Total	9	675	38	78	261	41	18	441	220	298	165	6	2250
06:00 PM	0	171	9	11	37	9	2	102	33	59	32	1	466
06:15 PM	1	158	6	12	34	10	2	96	37	64	28	1	449
Grand Total	28	1792	181	232	814	101	97	2338	1034	1089	835	43	8584
Apprch %	1.4	89.6	9	20.2	71	8.8	2.8	67.4	29.8	55.4	42.5	2.2	
Total %	0.3	20.9	2.1	2.7	9.5	1.2	1.1	27.2	12	12.7	9.7	0.5	

Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902159
Site Code : 00000000
Start Date : 2/12/2009
Page No : 2

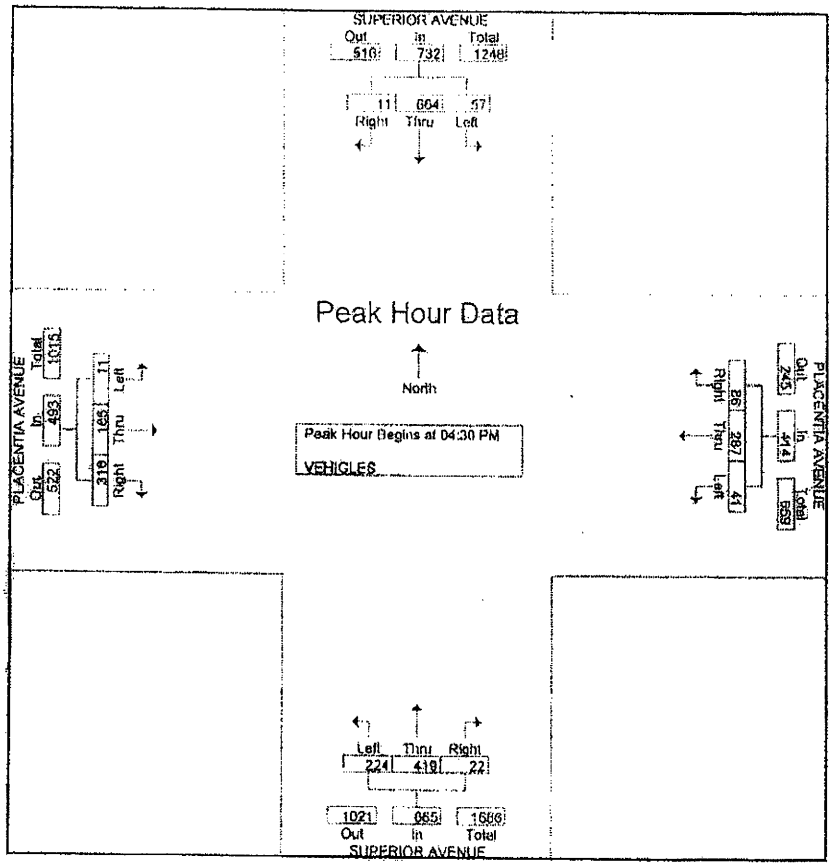
	SUPERIOR AVENUE Southbound				PLACENTIA AVENUE Westbound				SUPERIOR AVENUE Northbound				PLACENTIA AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	67	15	83	19	53	3	75	6	197	60	263	49	82	3	134	555
07:45 AM	3	61	9	73	11	62	2	75	12	197	110	319	77	104	8	189	656
08:00 AM	4	57	16	77	9	69	0	78	6	183	90	279	75	65	2	142	576
08:15 AM	1	58	17	76	22	43	3	68	9	226	86	321	67	74	5	146	611
Total Volume	9	243	57	309	61	227	8	296	33	803	346	1182	268	325	18	611	2398
% App. Total	2.9	78.6	18.4		20.6	76.7	2.7		2.8	67.9	29.3		43.9	53.2	2.9		
PHF	.563	.907	.838	.931	.693	.822	.667	.949	.688	.888	.786	.921	.870	.781	.563	.808	.914



Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902159
Site Code : 00000000
Start Date : 2/12/2009
Page No : 3

	SUPERIOR AVENUE Southbound				PLACENTIA AVENUE Westbound				SUPERIOR AVENUE Northbound				PLACENTIA AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	181	14	197	26	65	13	104	4	98	61	163	80	38	3	121	585
04:45 PM	3	144	14	161	14	65	8	87	7	104	55	166	94	41	4	139	553
05:00 PM	2	181	17	200	27	98	8	133	5	113	54	172	75	51	1	127	632
05:15 PM	4	158	12	174	19	59	12	90	6	104	54	164	67	36	3	106	534
Total Volume	11	664	57	732	86	287	41	414	22	419	224	665	316	166	11	493	2304
% App. Total	1.5	90.7	7.8		20.8	69.3	9.9		3.3	63	33.7		64.1	33.7	2.2		
PHF	.688	.917	.838	.915	.796	.732	.788	.778	.786	.927	.918	.967	.840	.814	.688	.887	.911



PL2485AM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: PLACENTIA/HOAG & HOSPITAL ROAD 2485
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC

2003 AM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		15	0.022 *					
NT			20						
NR	1600		71	0.044					
SL			311						
ST	3200		41	0.120 *					
SR			31						
EL	1600		61	0.038 *					
ET	3200		264	0.095					
ER			40						
WL	1600		144	0.090					
WT	3200		145	0.158 *					
WR			360						
EXISTING I.C.U.				0.338					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

PL2485PM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

INTERSECTION: PLACENTIA/HOAG & HOSPITAL ROAD 2485
EXISTING TRAFFIC VOLUMES BASED ON AVERAGE DAILY TRAFFIC

2003 PM

Movement	EXISTING Lanes Capacity	PROPOSED Lanes Capacity	EXISTING PK HR Volume	EXISTING V/C Ratio	REGIONAL GROWTH Volume	COMMITTED PROJECT Volume	PROJECTED V/C Ratio w/o Project Volume	PROJECT Volume	PROJECT V/C Ratio
NL	1600		27	0.046					
NT			47						
NR	1600		98	0.061					
SL	3200		307	0.127					
ST			25						
SR			75						
EL	1600		99	0.062					
ET	3200		206	0.072					
ER			24						
WL	1600		103	0.065					
WT	3200		174	0.169					
WR			368						
EXISTING I.C.U.				0.404					
EXISTING + REG GROWTH + COMMITTED W/PROPOSED IMPROVEMENTS I.C.U.									
EXISTING + COMMITTED + REGIONAL GROWTH + PROJECT I.C.U.									

Split Phase N/S Direction

☐ Projected + project traffic I.C.U. will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. will be greater than 0.90

☐ Projected + project traffic I.C.U. w/systems improvement will be less than or equal to 0.90

☐ Projected + project traffic I.C.U. with project improvements will be less than I.C.U. without project

Description of system improvement:

NE 2480

Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: HOSPITAL ROAD

File Name : H0904003
Site Code : 00000000
Start Date : 4/1/2009
Page No : 1

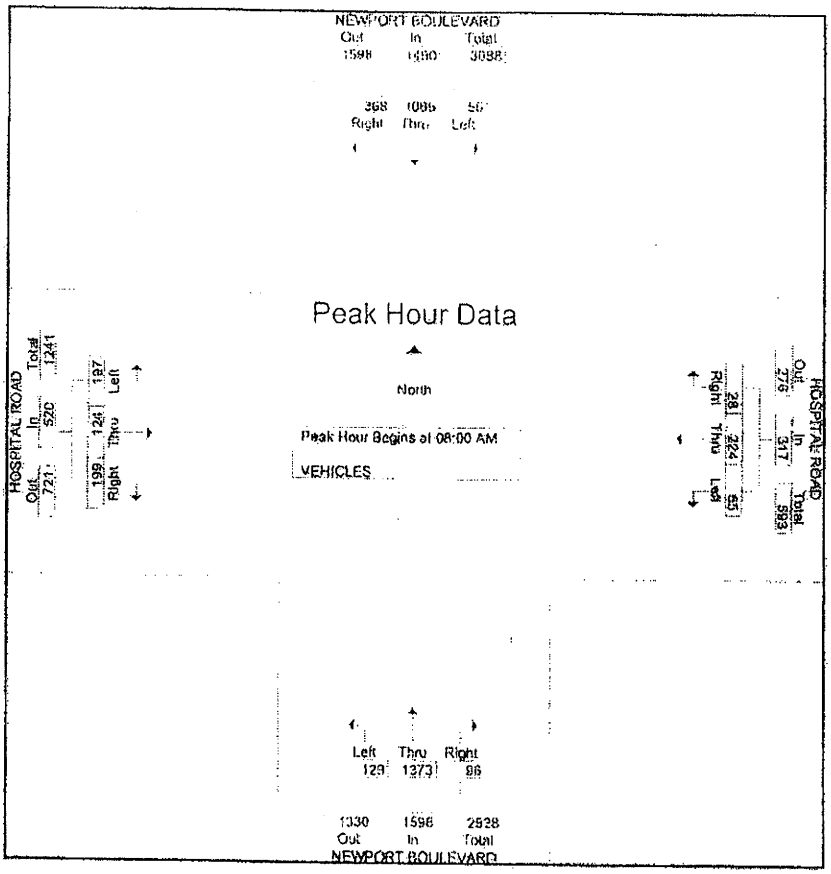
Groups Printed- VEHICLES

	NEWPORT BOULEVARD Southbound			HOSPITAL ROAD Westbound			NEWPORT BOULEVARD Northbound			HOSPITAL ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	67	229	8	4	21	6	8	264	6	34	8	33	686
07:15 AM	70	208	2	3	31	11	12	316	16	35	14	30	748
07:30 AM	73	234	9	18	49	13	13	393	31	49	36	73	991
07:45 AM	98	263	5	4	53	16	14	310	37	57	49	52	959
Total	308	934	25	29	154	46	47	1283	90	175	107	188	3386
08:00 AM	77	256	13	6	71	9	17	344	39	60	26	59	977
08:15 AM	97	265	12	12	48	12	30	362	21	41	34	51	985
08:30 AM	99	267	17	5	59	23	20	340	31	54	34	40	989
08:45 AM	95	278	14	5	46	21	29	327	38	44	30	47	974
Total	368	1066	56	28	224	65	96	1373	129	199	124	197	3925
*** BREAK ***													
04:30 PM	54	385	8	9	39	21	19	324	34	53	35	79	1060
04:45 PM	41	395	10	10	43	30	13	308	23	41	38	68	1020
Total	95	780	18	19	82	51	32	632	57	94	73	147	2080
05:00 PM	60	350	12	11	44	40	13	303	33	48	32	76	1022
05:15 PM	50	383	18	8	52	30	10	280	27	45	30	70	1003
05:30 PM	66	360	13	10	42	27	12	269	27	42	20	72	960
05:45 PM	59	400	6	7	46	35	14	257	30	45	25	45	969
Total	235	1493	49	36	184	132	49	1109	117	180	107	263	3954
06:00 PM	79	379	8	9	38	21	15	283	31	35	27	58	983
06:15 PM	80	413	6	6	26	26	15	275	23	43	14	36	965
Grand Total	1165	5065	162	127	708	343	254	4955	447	726	452	889	15293
Apprch %	18.2	79.2	2.5	10.8	60.1	29.1	4.5	87.6	7.9	35.1	21.9	43	
Total %	7.6	33.1	1.1	0.8	4.6	2.2	1.7	32.4	2.9	4.7	3	5.8	

Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0904003
Site Code : 00000000
Start Date : 4/1/2009

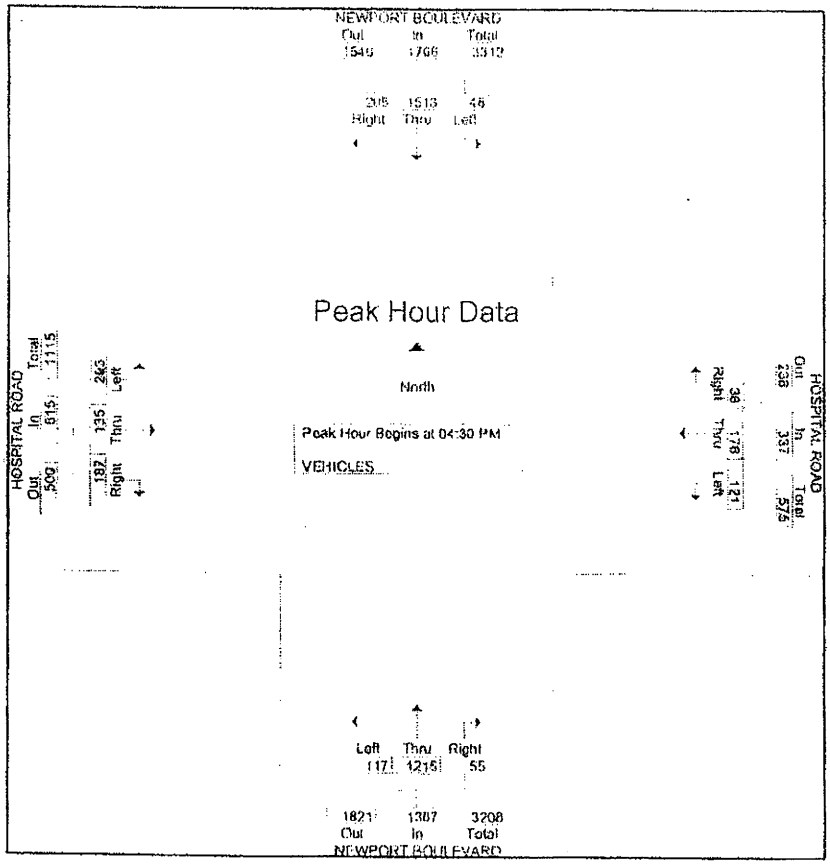
	NEWPORT BOULEVARD Southbound				HOSPITAL ROAD Westbound				NEWPORT BOULEVARD Northbound				HOSPITAL ROAD Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	77	256	13	346	6	71	9	86	17	344	39	400	60	26	59	145	977
08:15 AM	97	265	12	374	12	48	12	72	30	362	21	413	41	34	51	126	985
08:30 AM	99	267	17	383	5	59	23	87	20	340	31	391	54	34	40	128	989
08:45 AM	95	278	14	387	5	46	21	72	29	327	38	394	44	30	47	121	974
Total Volume	368	1066	56	1490	28	224	65	317	96	1373	129	1598	199	124	197	520	3925
% App. Total	24.7	71.5	3.8		8.8	70.7	20.5		6	85.9	8.1		38.3	23.8	37.9		
PHF	.929	.959	.824	.963	.583	.789	.707	.911	.800	.948	.827	.967	.829	.912	.835	.897	.992



Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0904003
Site Code : 00000000
Start Date : 4/1/2009
Page No : 3

	NEWPORT BOULEVARD Southbound				HOSPITAL ROAD Westbound				NEWPORT BOULEVARD Northbound				HOSPITAL ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	54	385	8	447	9	39	21	69	19	324	34	377	53	35	79	167	1060
04:45 PM	41	395	10	446	10	43	30	83	13	308	23	344	41	38	68	147	1020
05:00 PM	60	350	12	422	11	44	40	95	13	303	33	349	48	32	76	156	1022
05:15 PM	50	383	18	451	8	52	30	90	10	280	27	317	45	30	70	145	1003
Total Volume	205	1513	48	1766	38	178	121	337	55	1215	117	1387	187	135	293	615	4105
% App. Total	11.6	85.7	2.7		11.3	52.8	35.9		4	87.6	8.4		30.4	22	47.6		
PHF	.854	.958	.667	.979	.864	.856	.756	.887	.724	.938	.860	.920	.882	.888	.927	.921	.969



CH 2620

Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
Tustin, CA. 92780

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

File Name : H0902158
Site Code : 00000000
Start Date : 2/12/2009
Page No : 1

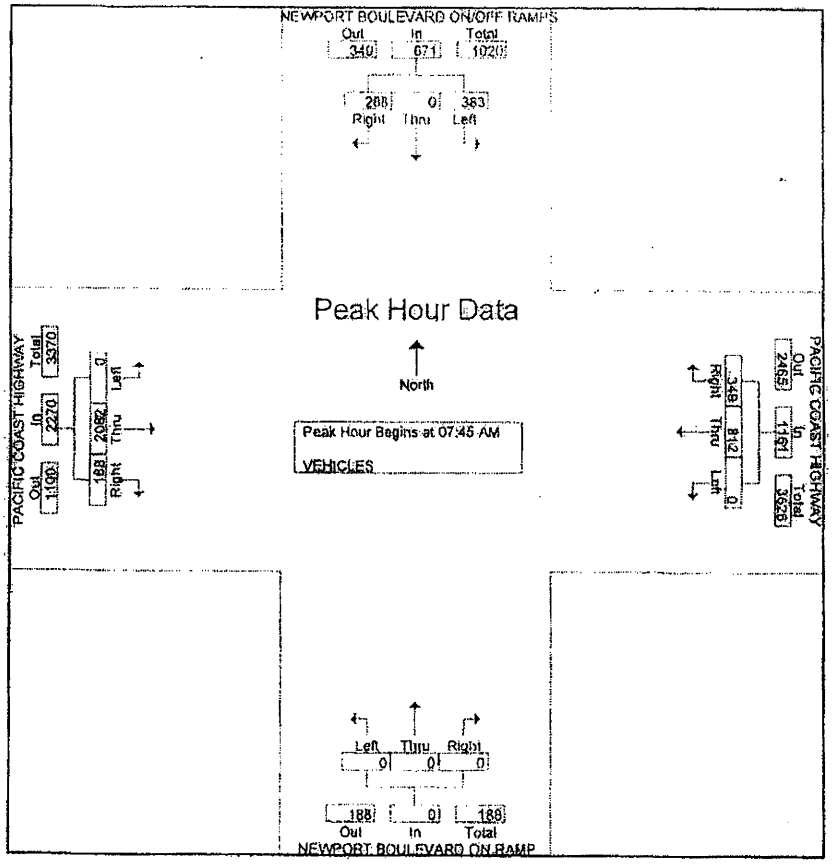
Groups Printed- VEHICLES

	NEWPORT BOULEVARD ON/OFF RAMPS Southbound			PACIFIC COAST HIGHWAY Westbound			NEWPORT BOULEVARD ON RAMP Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	44	0	73	55	123	0	0	0	0	12	320	0	627
07:15 AM	41	0	77	55	144	0	0	0	0	24	373	0	714
07:30 AM	53	0	86	49	168	0	0	0	0	40	466	0	864
07:45 AM	64	0	99	75	210	0	0	0	0	46	547	0	1041
Total	202	0	335	234	645	0	0	0	0	122	1708	0	3246
08:00 AM	73	0	106	87	197	0	0	0	0	53	524	0	1040
08:15 AM	80	0	92	97	214	0	0	0	0	40	504	0	1027
08:30 AM	71	0	86	90	191	0	0	0	0	49	507	0	994
08:45 AM	63	0	87	79	199	0	0	0	0	46	487	0	961
Total	287	0	371	353	801	0	0	0	0	188	2022	0	4022
*** BREAK ***													
04:30 PM	87	0	140	122	413	0	0	0	0	33	287	0	1082
04:45 PM	104	0	138	113	444	0	0	0	0	37	328	0	1164
Total	191	0	278	235	857	0	0	0	0	70	615	0	2246
05:00 PM	122	0	153	127	456	0	0	0	0	31	322	0	1211
05:15 PM	110	0	139	108	472	0	0	0	0	44	310	0	1183
05:30 PM	57	0	156	139	451	0	0	0	0	47	301	0	1151
05:45 PM	119	0	140	120	428	0	0	0	0	44	307	0	1158
Total	408	0	588	494	1807	0	0	0	0	166	1240	0	4703
06:00 PM	104	0	137	119	437	0	0	0	0	37	310	0	1144
06:15 PM	93	0	127	101	420	0	0	0	0	39	314	0	1094
Grand Total	1285	0	1836	1536	4967	0	0	0	0	622	6209	0	16455
Apprch %	41.2	0	58.8	23.6	76.4	0	0	0	0	9.1	90.9	0	
Total %	7.8	0	11.2	9.3	30.2	0	0	0	0	3.8	37.7	0	

Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902158
Site Code : 00000000
Start Date : 2/12/2009
Page No : 2

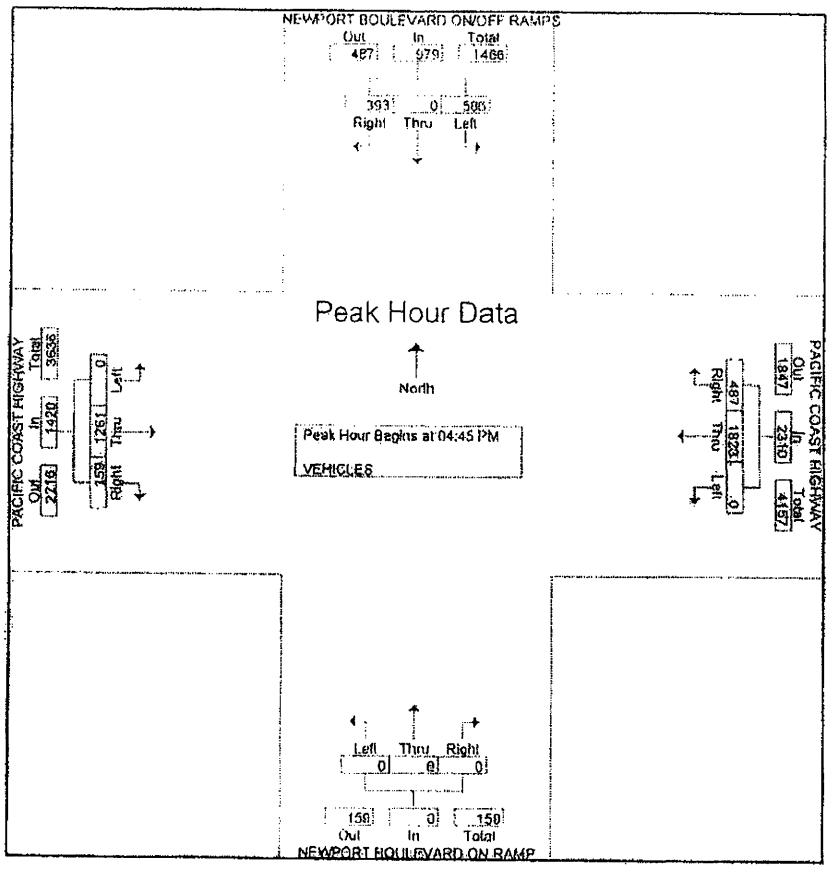
	NEWPORT BOULEVARD ON/OFF RAMPS Southbound				PACIFIC COAST HIGHWAY Westbound				NEWPORT BOULEVARD ON RAMP Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	64	0	99	163	75	210	0	285	0	0	0	0	46	547	0	593	1041
08:00 AM	73	0	106	179	87	197	0	284	0	0	0	0	53	524	0	577	1040
08:15 AM	80	0	92	172	97	214	0	311	0	0	0	0	40	504	0	544	1027
08:30 AM	71	0	86	157	90	191	0	281	0	0	0	0	49	507	0	556	994
Total Volume	288	0	383	671	349	812	0	1161	0	0	0	0	188	2082	0	2270	4102
% App. Total	42.9	0	57.1		30.1	69.9	0		0	0	0		8.3	91.7	0		
PHF	.900	.000	.903	.937	.899	.949	.000	.933	.000	.000	.000	.000	.887	.952	.000	.957	.985



Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902158
Site Code : 00000000
Start Date : 2/12/2009
Page No : 3

	NEWPORT BOULEVARD ON/OFF RAMPS Southbound				PACIFIC COAST HIGHWAY Westbound				NEWPORT BOULEVARD ON RAMP Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	104	0	138	242	113	444	0	557	0	0	0	0	37	328	0	365	1164
05:00 PM	122	0	153	275	127	456	0	583	0	0	0	0	31	322	0	353	1211
05:15 PM	110	0	139	249	108	472	0	580	0	0	0	0	44	310	0	354	1183
05:30 PM	57	0	156	213	139	451	0	590	0	0	0	0	47	301	0	348	1151
Total Volume	393	0	586	979	487	1823	0	2310	0	0	0	0	159	1261	0	1420	4709
% App. Total	40.1	0	59.9		21.1	78.9	0		0	0	0		11.2	88.8	0		
PHF	.805	.000	.939	.890	.876	.966	.000	.979	.000	.000	.000	.000	.846	.961	.000	.973	.972



NE1415

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: VIA LIDO

File Name : H0903082
Site Code : 00000000
Start Date : 3/19/2009

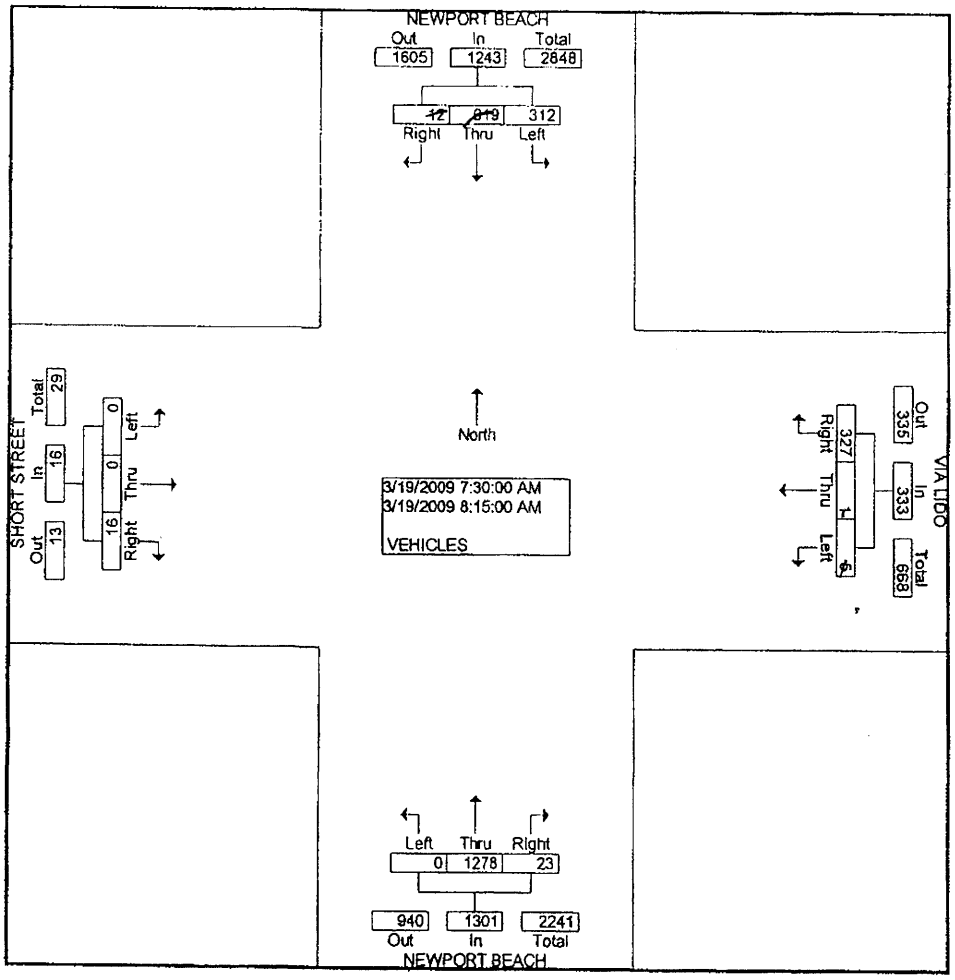
Groups Printed- VEHICLES

	NEWPORT BEACH Southbound			VIA LIDO Westbound			NEWPORT BEACH Northbound			SHORT STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	168	39	46	0	0	2	234	0	3	0	0	493
07:15 AM	3	158	43	49	0	1	3	229	0	4	0	0	490
07:30 AM	3	204	65	90	1	2	6	362	0	4	0	0	737
07:45 AM	3	239	69	89	0	0	4	334	0	7	0	0	745
Total	10	769	216	274	1	3	15	1159	0	18	0	0	2465
08:00 AM	4	270	96	62	0	1	5	322	0	4	0	0	764
08:15 AM	2	206	82	86	0	2	8	260	0	1	0	0	647
08:30 AM	3	226	79	74	0	4	5	267	0	1	0	0	659
08:45 AM	1	212	105	109	0	0	7	314	0	3	0	0	751
Total	10	914	362	331	0	7	25	1163	0	9	0	0	2821
*** BREAK ***													
04:30 PM	9	343	120	97	0	8	7	325	0	0	0	0	909
04:45 PM	8	344	111	110	0	5	8	309	0	2	0	0	897
Total	17	687	231	207	0	13	15	634	0	2	0	0	1806
05:00 PM	15	344	119	97	0	4	7	359	0	4	0	0	949
05:15 PM	13	308	116	107	0	6	4	329	0	3	0	0	886
05:30 PM	16	329	128	103	0	7	7	287	0	3	0	0	880
05:45 PM	13	410	111	89	0	3	7	277	0	5	0	0	915
Total	57	1391	474	396	0	20	25	1252	0	15	0	0	3630
06:00 PM	9	384	107	104	0	4	8	310	0	2	0	0	928
06:15 PM	7	337	107	96	1	7	7	268	0	4	0	0	834
Grand Total	110	4482	1497	1408	2	54	95	4786	0	50	0	0	12484
Apprch %	1.8	73.6	24.6	96.2	0.1	3.7	1.9	98.1	0.0	100.0	0.0	0.0	
Total %	0.9	35.9	12.0	11.3	0.0	0.4	0.8	38.3	0.0	0.4	0.0	0.0	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903082
Site Code : 00000000
Start Date : 3/19/2009

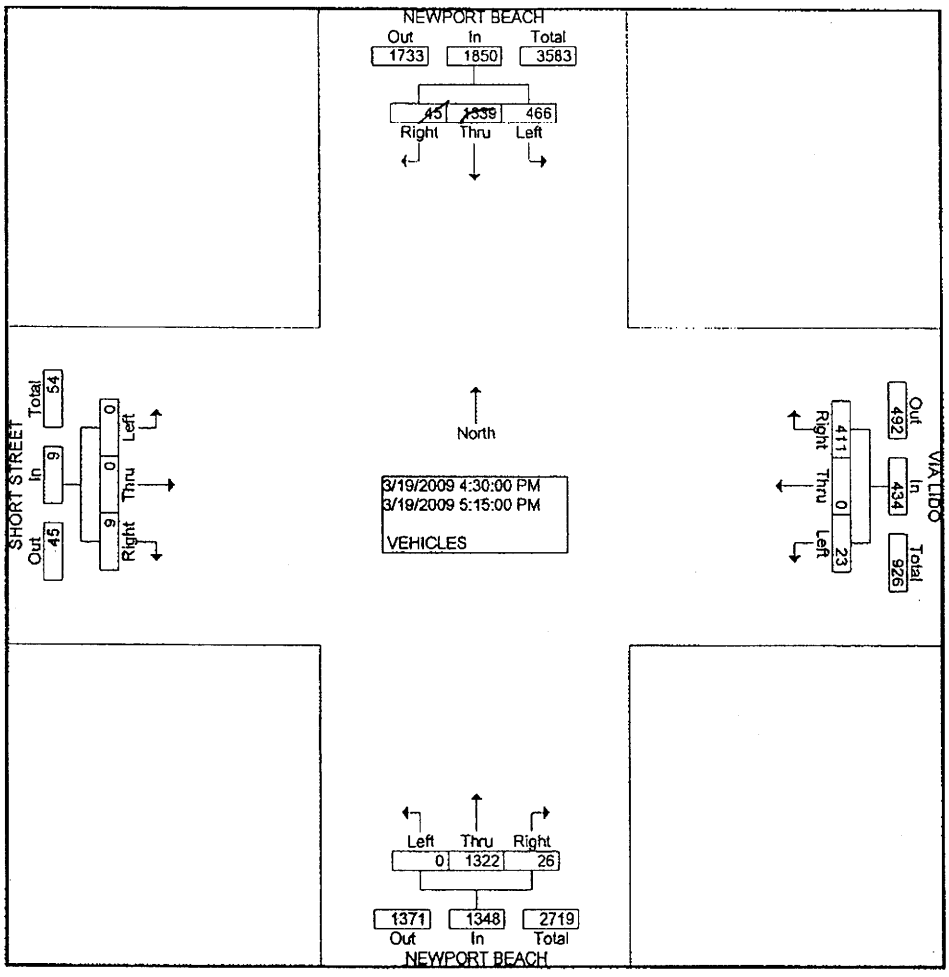
	NEWPORT BEACH Southbound				VIA LIDO Westbound				NEWPORT BEACH Northbound				SHORT STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	12	919	312	1243	327	1	5	333	23	1278	0	1301	16	0	0	16	2893
Percent	1.0	73.9	25.1		98.2	0.3	1.5		1.8	98.2	0.0		100.0	0.0	0.0		
08:00 Volume	4	270	96	370	62	0	1	63	5	322	0	327	4	0	0	4	764
Peak Factor																	0.947
High Int.	08:00 AM				07:30 AM				07:30 AM				07:45 AM				
Volume	4	270	96	370	90	1	2	93	6	362	0	368	7	0	0	7	
Peak Factor				0.840				0.895				0.884				0.571	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903082
Site Code : 00000000
Start Date : 3/19/2009

	NEWPORT BEACH Southbound				VIA LIDO Westbound				NEWPORT BEACH Northbound				SHORT STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	45	1339	466	1850	411	0	23	434	26	1322	0	1348	9	0	0	9	3641
Percent	2.4	72.4	25.2		94.7	0.0	5.3		1.9	98.1	0.0		100.0	0.0	0.0		
05:00 Volume	15	344	119	478	97	0	4	101	7	359	0	366	4	0	0	4	949
Peak Factor																	0.959
High Int.	05:00 PM				04:45 PM				05:00 PM				05:00 PM				
Volume	15	344	119	478	110	0	5	115	7	359	0	366	4	0	0	4	
Peak Factor				0.968				0.943				0.921				0.563	



NE1310

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: 32ND STREET

File Name : H0903083
Site Code : 00000000
Start Date : 4/1/2009
Page No : 1

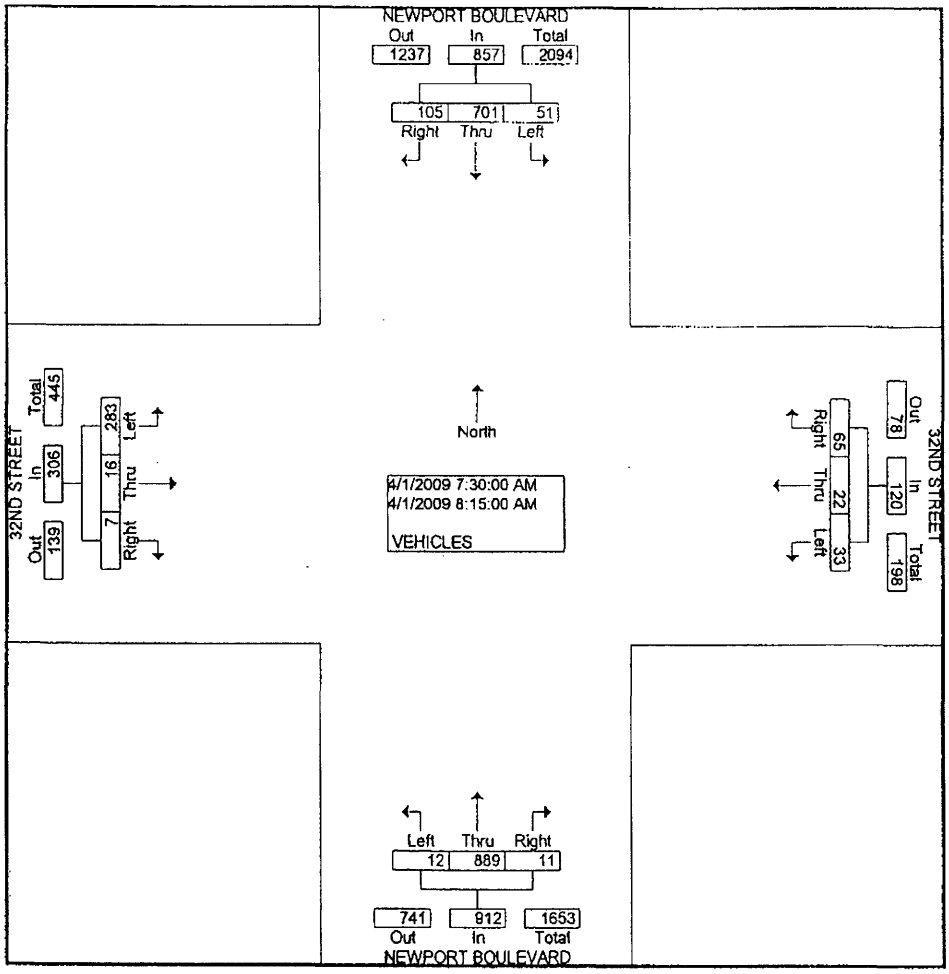
Groups Printed- VEHICLES

	NEWPORT BOULEVARD Southbound			32ND STREET Westbound			NEWPORT BOULEVARD Northbound			32ND STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	15	115	8	10	2	2	0	129	8	2	1	39	331
07:15 AM	25	165	12	4	0	4	3	162	3	3	4	64	449
07:30 AM	16	171	16	9	9	5	0	204	1	2	4	71	508
07:45 AM	24	185	10	23	6	15	6	236	4	1	6	81	597
Total	80	636	46	46	17	26	9	731	16	8	15	255	1885
08:00 AM	34	161	15	22	5	10	3	240	5	3	4	67	569
08:15 AM	31	184	10	11	2	3	2	209	2	1	2	64	521
08:30 AM	26	145	18	13	3	5	2	191	7	7	2	83	502
08:45 AM	21	174	23	12	6	6	4	225	6	4	3	70	554
Total	112	664	66	58	16	24	11	865	20	15	11	284	2146
*** BREAK ***													
04:30 PM	57	249	16	26	10	11	3	207	3	7	1	37	627
04:45 PM	47	246	19	26	8	7	3	230	10	7	4	54	661
Total	104	495	35	52	18	18	6	437	13	14	5	91	1288
05:00 PM	76	263	13	29	11	4	5	252	15	7	5	43	723
05:15 PM	58	240	22	29	7	3	6	188	7	8	10	38	616
05:30 PM	75	257	19	24	10	5	2	192	14	5	5	47	655
05:45 PM	75	246	17	20	7	2	4	198	15	9	6	43	642
Total	284	1006	71	102	35	14	17	830	51	29	26	171	2636
06:00 PM	80	293	15	17	6	3	1	199	13	7	5	43	682
06:15 PM	63	271	17	16	8	4	1	176	10	4	4	45	619
Grand Total	723	3365	250	291	100	89	45	3238	123	77	66	889	9256
Apprch %	16.7	77.6	5.8	60.6	20.8	18.5	1.3	95.1	3.6	7.5	6.4	86.1	
Total %	7.8	36.4	2.7	3.1	1.1	1.0	0.5	35.0	1.3	0.8	0.7	9.6	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903083
Site Code : 00000000
Start Date : 4/1/2009
Page No : 2

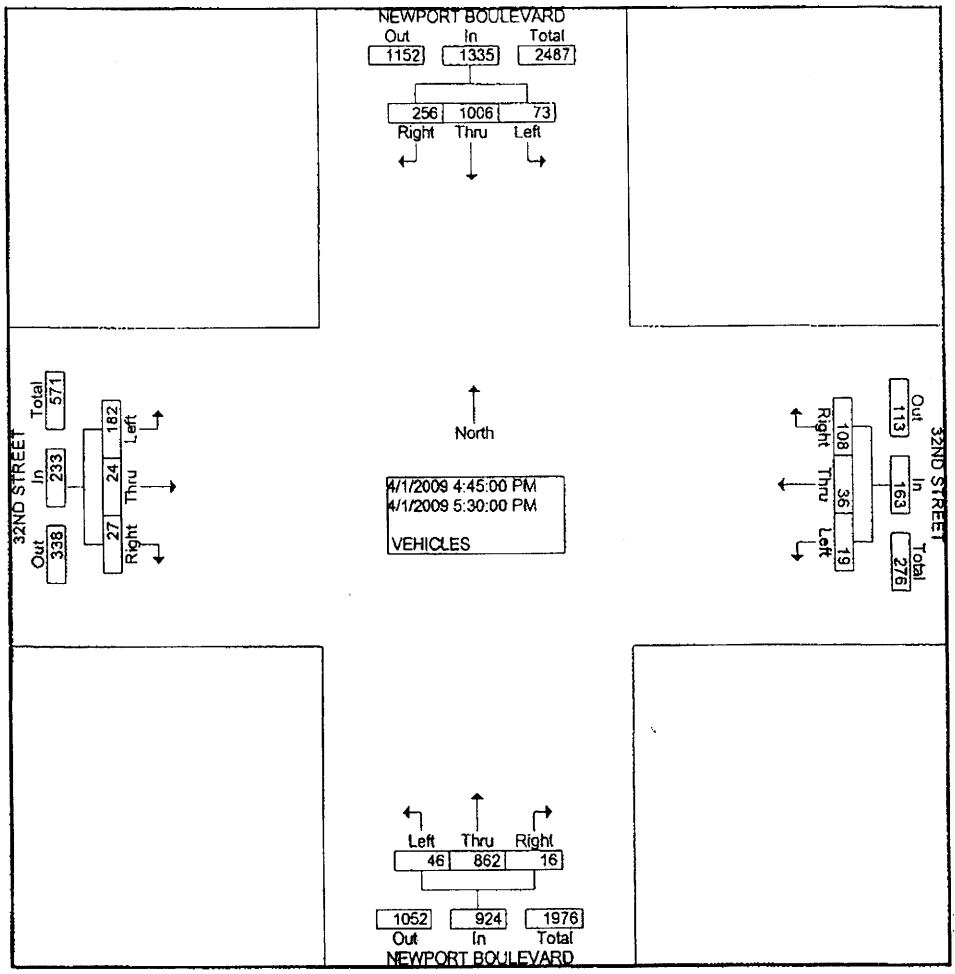
	NEWPORT BOULEVARD Southbound				32ND STREET Westbound				NEWPORT BOULEVARD Northbound				32ND STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	105	701	51	857	65	22	33	120	11	889	12	912	7	16	283	306	2195
Percent	12.3	81.8	6.0		54.2	18.3	27.5		1.2	97.5	1.3		2.3	5.2	92.5		
07:45 Volume	24	185	10	219	23	6	15	44	6	236	4	246	1	6	81	88	597
Peak Factor																	0.919
High Int.	08:15 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	31	184	10	225	23	6	15	44	3	240	5	248	1	6	81	88	
Peak Factor				0.952				0.682				0.919				0.869	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903083
Site Code : 00000000
Start Date : 4/1/2009
Page No : 3

	NEWPORT BOULEVARD Southbound				32ND STREET Westbound				NEWPORT BOULEVARD Northbound				32ND STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	256	1006	73	1335	108	36	19	163	16	862	46	924	27	24	182	233	2655
Percent	19.2	75.4	5.5		66.3	22.1	11.7		1.7	93.3	5.0		11.6	10.3	78.1		
05:00 Volume	76	263	13	352	29	11	4	44	5	252	15	272	7	5	43	55	723
Peak Factor																	0.918
High Int.	05:00 PM				05:00 PM				05:00 PM				04:45 PM				
Volume	76	263	13	352	29	11	4	44	5	252	15	272	7	4	54	65	
Peak Factor				0.948				0.926				0.849				0.896	



CH2630

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

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

File Name : H0903065
Site Code : 00000000
Start Date : 3/18/2009
Page No : 1

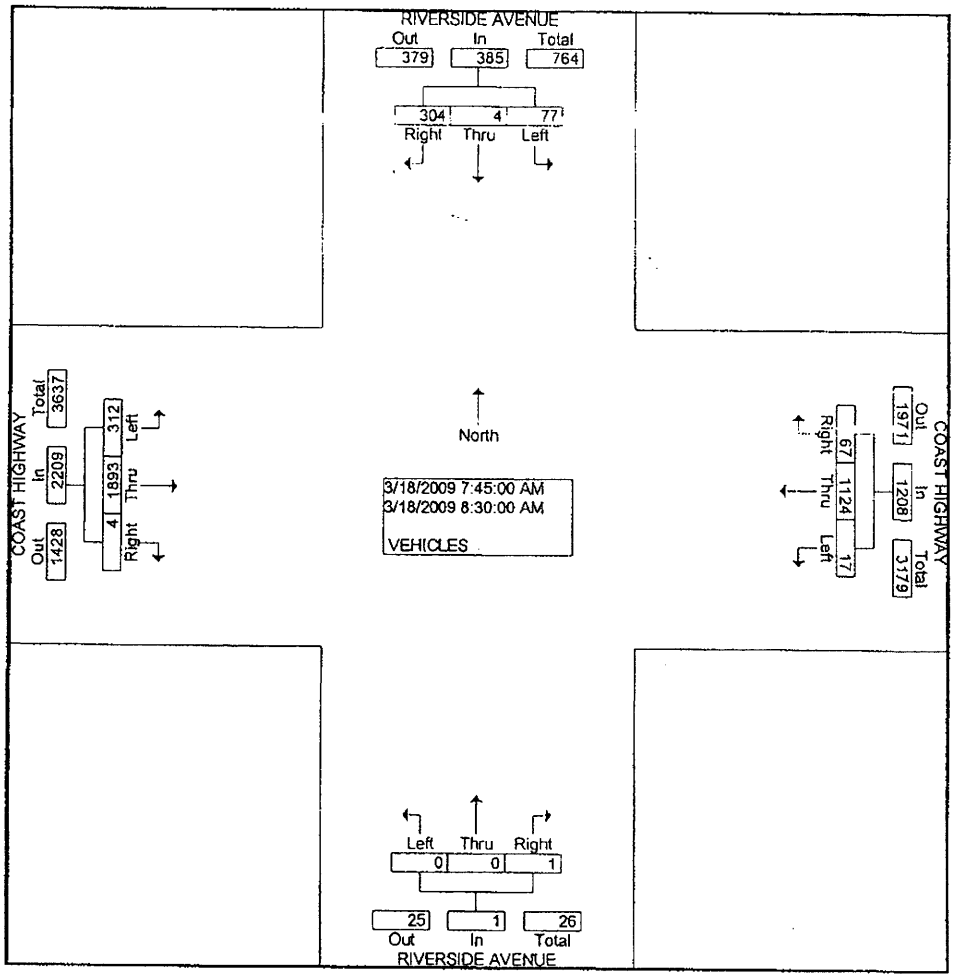
Groups Printed- VEHICLES

	RIVERSIDE AVENUE Southbound			COAST HIGHWAY Westbound			RIVERSIDE AVENUE Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	24	1	5	6	181	2	0	0	0	0	255	27	501
07:15 AM	42	0	15	14	201	0	0	0	0	1	375	58	706
07:30 AM	74	0	16	17	201	0	0	0	0	0	422	88	818
07:45 AM	103	0	18	15	257	4	0	0	0	1	472	81	951
Total	243	1	54	52	840	6	0	0	0	2	1524	254	2976
08:00 AM	77	0	14	18	270	4	0	0	0	1	479	71	934
08:15 AM	49	3	23	16	297	5	0	0	0	1	470	74	938
08:30 AM	75	1	22	18	300	4	1	0	0	1	472	86	980
08:45 AM	67	2	16	11	288	5	0	2	0	4	445	78	918
Total	268	6	75	63	1155	18	1	2	0	7	1866	309	3770
*** BREAK ***													
04:30 PM	95	1	19	19	447	2	0	2	3	5	394	68	1055
04:45 PM	82	0	22	22	470	3	3	0	2	3	319	61	987
Total	177	1	41	41	917	5	3	2	5	8	713	129	2042
05:00 PM	95	0	24	24	506	2	0	0	0	1	332	64	1048
05:15 PM	106	0	27	18	565	4	0	2	4	1	351	67	1145
05:30 PM	100	0	27	11	530	2	0	4	4	3	354	61	1096
05:45 PM	103	2	20	17	554	3	2	5	2	0	336	52	1096
Total	404	2	98	70	2155	11	2	11	10	5	1373	244	4385
06:00 PM	77	0	16	5	534	2	1	2	3	6	316	46	1008
06:15 PM	75	0	19	4	432	4	1	2	3	5	320	52	917
Grand Total	1244	10	303	235	6033	46	8	19	21	33	6112	1034	15098
Apprch %	79.9	0.6	19.5	3.7	95.5	0.7	16.7	39.6	43.8	0.5	85.1	14.4	
Total %	8.2	0.1	2.0	1.6	40.0	0.3	0.1	0.1	0.1	0.2	40.5	6.8	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903065
Site Code : 00000000
Start Date : 3/18/2009
Page No : 2

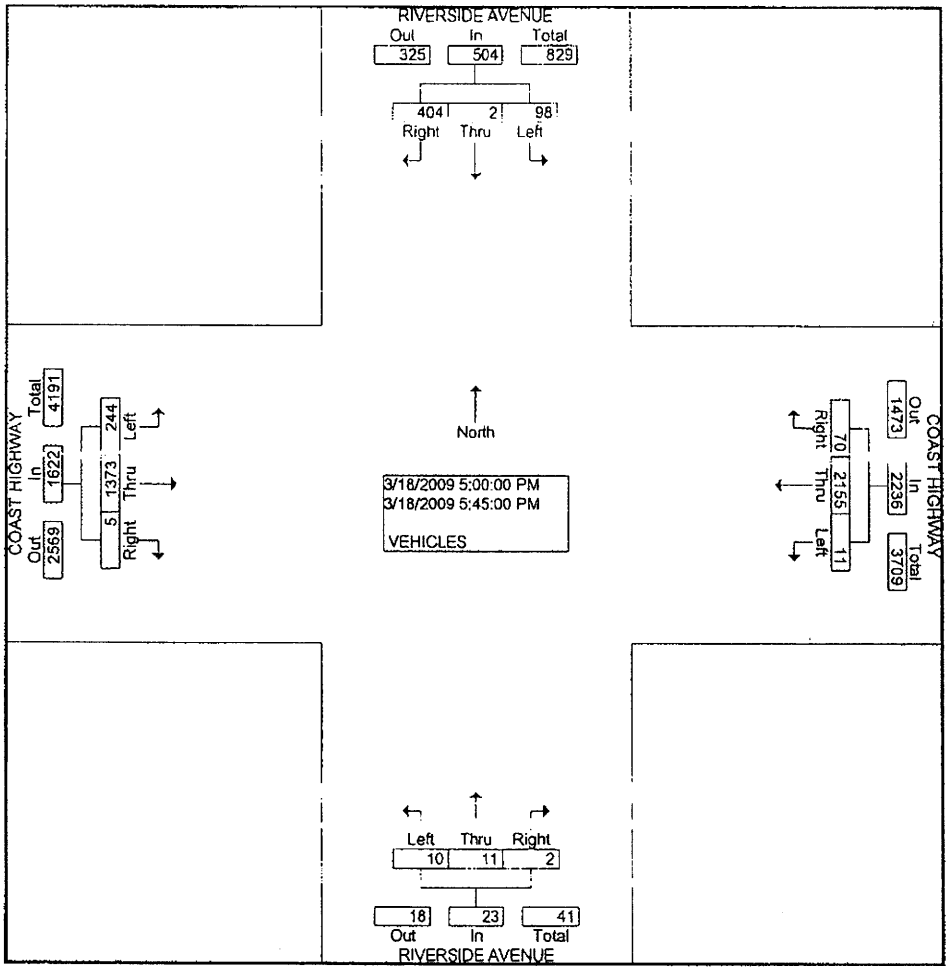
	RIVERSIDE AVENUE Southbound				COAST HIGHWAY Westbound				RIVERSIDE AVENUE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	304	4	77	385	67	1124	17	1208	1	0	0	1	4	1893	312	2209	3803
Percent	79.0	1.0	20.0		5.5	93.0	1.4		100.0	0.0	0.0		0.2	85.7	14.1		
08:30 Volume	75	1	22	98	18	300	4	322	1	0	0	1	1	472	86	559	980
Peak Factor																	0.970
High Int.	07:45 AM				08:30 AM				08:30 AM				08:30 AM				
Volume	103	0	18	121	18	300	4	322	1	0	0	1	1	472	86	559	
Peak Factor				0.795				0.938				0.250				0.988	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903065
Site Code : 00000000
Start Date : 3/18/2009
Page No : 3

	RIVERSIDE AVENUE Southbound				COAST HIGHWAY Westbound				RIVERSIDE AVENUE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	404	2	98	504	70	2155	11	2236	2	11	10	23	5	1373	244	1622	4385
Percent	80.2	0.4	19.4		3.1	96.4	0.5		8.7	47.8	43.5		0.3	84.6	15.0		
05:15 Volume	106	0	27	133	18	565	4	587	0	2	4	6	1	351	67	419	1145
Peak Factor																	0.957
High Int.	05:15 PM				05:15 PM				05:45 PM				05:15 PM				
Volume	106	0	27	133	18	565	4	587	2	5	2	9	1	351	67	419	
Peak Factor				0.947				0.952				0.639				0.968	



CH2635

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

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

File Name : H0903066
Site Code : 00000000
Start Date : 3/19/2009
Page No : 1

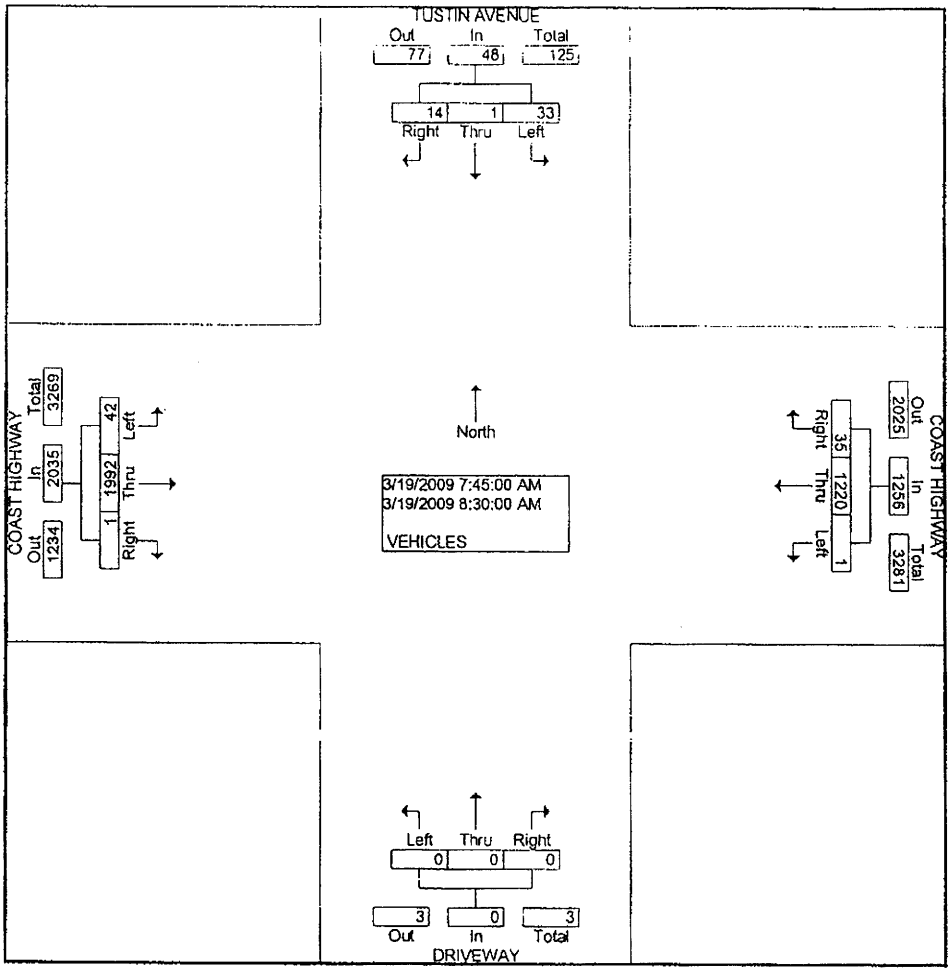
Groups Printed- VEHICLES

	TUSTIN AVENUE Southbound			COAST HIGHWAY Westbound			DRIVEWAY Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	2	1	130	0	0	0	0	0	217	2	352
07:15 AM	2	1	5	2	209	0	0	0	0	0	346	3	568
07:30 AM	1	0	5	4	205	0	0	0	0	0	450	11	676
07:45 AM	3	1	5	17	281	1	0	0	0	0	520	15	843
Total	6	2	17	24	825	1	0	0	0	0	1533	31	2439
08:00 AM	4	0	8	8	305	0	0	0	0	0	520	12	857
08:15 AM	3	0	12	3	317	0	0	0	0	1	472	11	819
08:30 AM	4	0	8	7	317	0	0	0	0	0	480	4	820
08:45 AM	0	0	10	17	312	0	0	0	0	1	487	9	836
Total	11	0	38	35	1251	0	0	0	0	2	1959	36	3332
*** BREAK ***													
04:30 PM	1	0	11	10	426	0	0	0	0	2	297	30	777
04:45 PM	19	0	12	14	505	0	0	0	0	1	321	39	911
Total	20	0	23	24	931	0	0	0	0	3	618	69	1688
05:00 PM	12	0	12	13	521	0	0	0	0	0	337	50	945
05:15 PM	4	0	19	14	574	0	0	0	0	6	362	12	991
05:30 PM	7	0	12	12	548	0	0	1	0	8	332	10	930
05:45 PM	4	0	12	13	587	0	2	0	0	6	345	22	991
Total	27	0	55	52	2230	0	2	1	0	20	1376	94	3857
06:00 PM	5	0	15	11	508	0	0	0	0	3	326	18	886
06:15 PM	2	0	15	12	471	0	1	0	0	5	274	22	802
Grand Total	71	2	163	158	6216	1	3	1	0	33	6086	270	13004
Apprch %	30.1	0.8	69.1	2.5	97.5	0.0	75.0	25.0	0.0	0.5	95.3	4.2	
Total %	0.5	0.0	1.3	1.2	47.8	0.0	0.0	0.0	0.0	0.3	46.8	2.1	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903066
Site Code : 00000000
Start Date : 3/19/2009

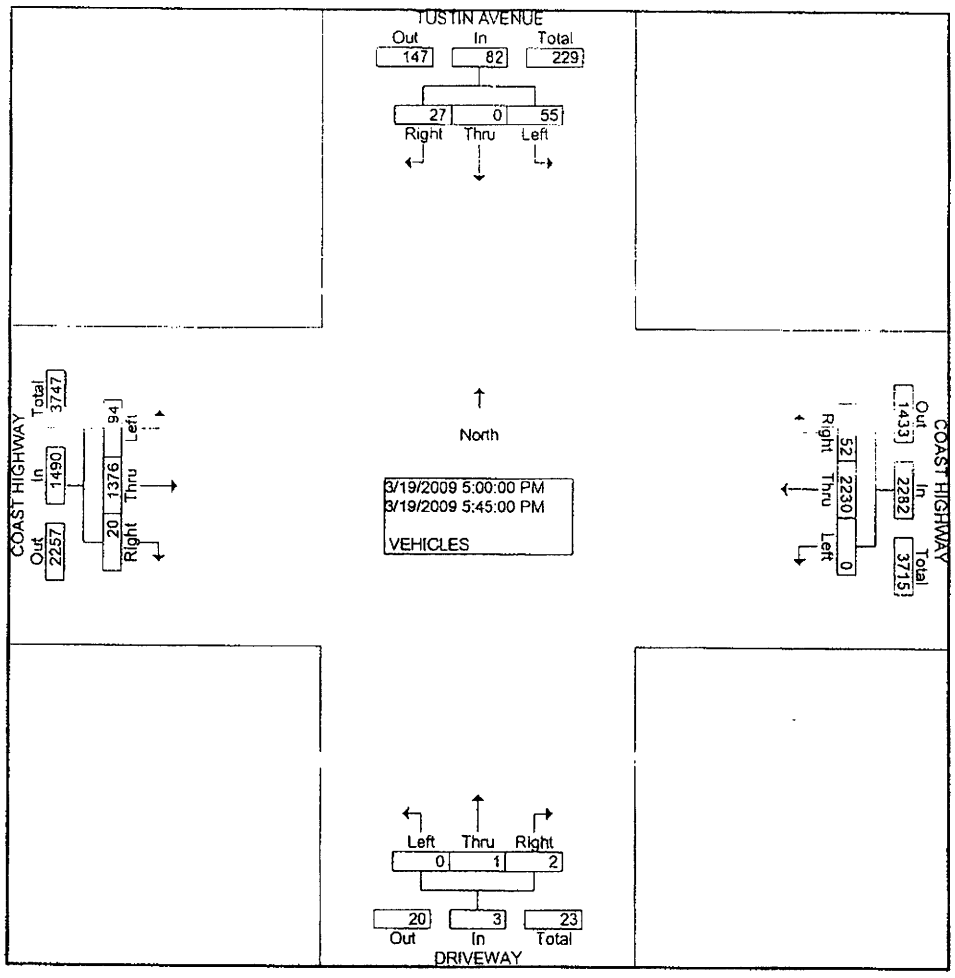
	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	14	1	33	48	35	1220	1	1256	0	0	0	0	1	1992	42	2035	3339
Percent	29.2	2.1	68.8		2.8	97.1	0.1		0.0	0.0	0.0		0.0	97.9	2.1		
08:00 Volume	4	0	8	12	8	305	0	313	0	0	0	0	0	520	12	532	857
Peak Factor																	0.974
High Int.	08:15 AM				08:30 AM				6:45:00 AM				07:45 AM				
Volume	3	0	12	15	7	317	0	324	0	0	0	0	0	520	15	535	
Peak Factor				0.800				0.969								0.951	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903066
Site Code : 00000000
Start Date : 3/19/2009

	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	27	0	55	82	52	2230	0	2282	2	1	0	3	20	1376	94	1490	3857
Percent	32.9	0.0	67.1		2.3	97.7	0.0		66.7	33.3	0.0		1.3	92.3	6.3		
05:45 Volume	4	0	12	16	13	587	0	600	2	0	0	2	6	345	22	373	991
Peak Factor																	0.973
High Int.	05:00 PM				05:45 PM				05:45 PM				05:00 PM				
Volume	12	0	12	24	13	587	0	600	2	0	0	2	0	337	50	387	
Peak Factor				0.854				0.951				0.375				0.963	



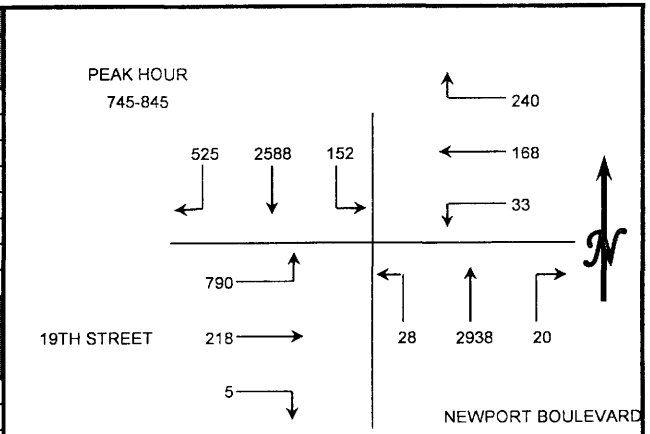
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

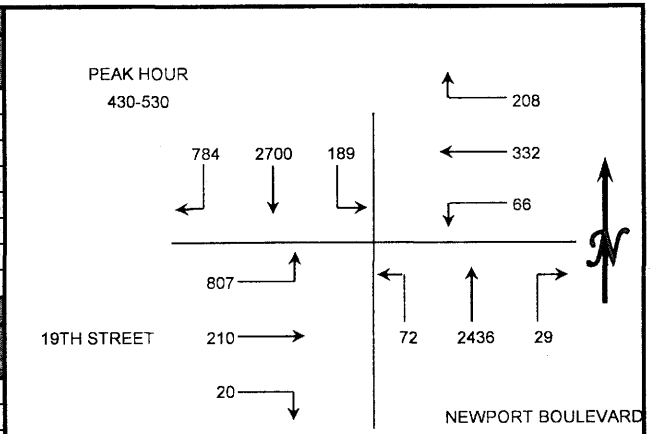
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CITY OF COASTA MESA
PROJECT: 2007 TRAFFIC COUNTS
DATE: TUESDAY, APRIL 1, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S NEWPORT BOULEVARD
E/W 19TH STREET
CITY: COSTA MESA

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	101	489	28	37	19	8	2	581	8	1	29	175	1478
715-730	104	506	38	64	30	10	3	679	2	1	29	216	1682
730-745	110	606	33	83	35	10	3	733	6	0	37	205	1861
745-800	141	663	35	65	48	8	4	759	6	0	41	183	1953
800-815	125	631	35	56	38	6	5	736	7	2	55	228	1924
815-830	125	653	38	62	37	9	3	723	7	3	62	177	1899
830-845	134	641	44	57	45	10	8	720	8	0	60	202	1929
845-900	163	641	41	52	42	9	2	688	14	5	32	170	1859
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	456	2264	134	249	132	36	12	2752	22	2	136	779	6974
715-815	480	2406	141	268	151	34	15	2907	21	3	162	832	7420
730-830	501	2553	141	266	158	33	15	2951	26	5	195	793	7637
745-845	525	2588	152	240	168	33	20	2938	28	5	218	790	7705
800-900	547	2566	158	227	162	34	18	2867	36	10	209	777	7611



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	194	583	50	52	75	11	8	655	17	8	52	163	1868
415-430	200	642	47	45	80	13	6	632	15	4	59	178	1921
430-445	192	670	43	57	70	17	8	596	15	8	65	202	1943
445-500	175	650	43	44	84	20	6	604	24	3	52	215	1920
500-515	237	688	52	56	75	13	5	612	18	5	46	201	2008
515-530	180	692	51	51	103	16	10	624	15	4	47	189	1982
530-545	202	699	50	45	72	21	8	583	20	1	39	159	1899
545-600	203	683	54	42	67	14	11	523	10	10	60	164	1841
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	761	2545	183	198	309	61	28	2487	71	23	228	758	7652
415-515	804	2650	185	202	309	63	25	2444	72	20	222	796	7792
430-530	784	2700	189	208	332	66	29	2436	72	20	210	807	7853
445-545	794	2729	196	196	334	70	29	2423	77	13	184	764	7809
500-600	822	2762	207	194	317	64	34	2342	63	20	192	713	7730



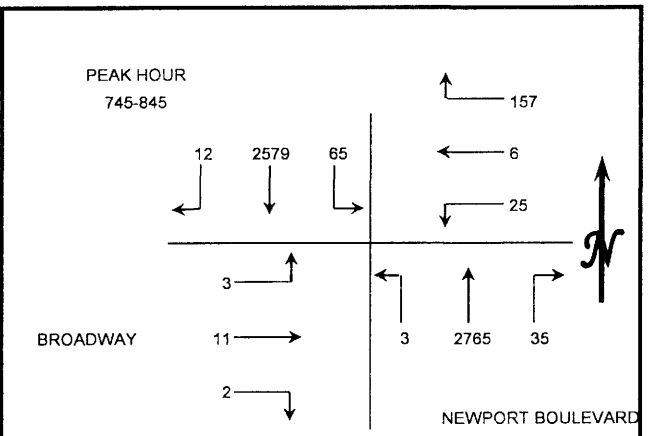
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

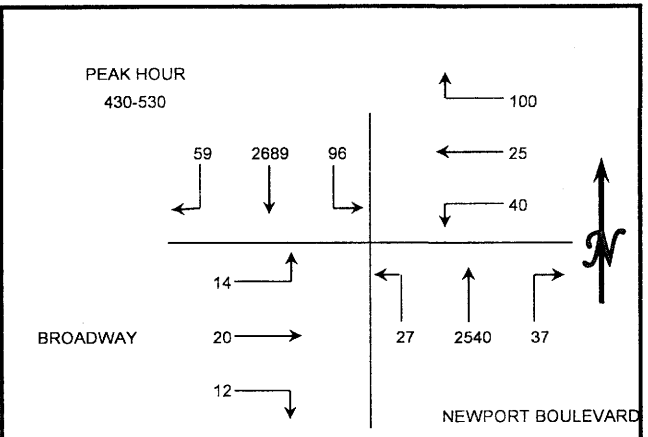
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CITY OF COASTA MESA
PROJECT: 2007 TRAFFIC COUNTS
DATE: TUESDAY, APRIL 1, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S NEWPORT BOULEVARD
E/W BROADWAY
CITY: COSTA MESA

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	498	4	30	1	6	5	582	0	0	4	3	1134
715-730	4	529	9	33	1	9	4	666	0	0	1	0	1256
730-745	3	596	8	39	0	9	3	700	0	0	3	0	1361
745-800	2	656	12	40	1	7	5	701	0	0	1	0	1425
800-815	6	634	10	52	1	6	8	702	0	0	4	2	1425
815-830	1	665	20	34	2	3	11	698	1	0	2	1	1438
830-845	3	624	23	31	2	9	11	664	2	2	4	0	1375
845-900	4	651	21	26	4	12	11	641	4	1	2	4	1381
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	10	2279	33	142	3	31	17	2649	0	0	9	3	5176
715-815	15	2415	39	164	3	31	20	2769	0	0	9	2	5467
730-830	12	2551	50	165	4	25	27	2801	1	0	10	3	5649
745-845	12	2579	65	157	6	25	35	2765	3	2	11	3	5663
800-900	14	2574	74	143	9	30	41	2705	7	3	12	7	5619



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	1	590	22	29	6	8	11	596	6	6	6	2	1283
415-430	11	629	16	24	1	3	10	611	8	1	2	0	1316
430-445	15	655	23	25	6	7	9	616	9	3	5	7	1380
445-500	21	672	20	26	7	14	11	648	9	2	4	4	1438
500-515	11	682	27	26	6	12	12	658	2	3	7	2	1448
515-530	12	680	26	23	6	7	5	618	7	4	4	1	1393
530-545	12	662	27	22	5	12	9	600	2	4	3	1	1359
545-600	15	718	23	23	5	5	12	579	6	2	10	3	1401
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	48	2546	81	104	20	32	41	2471	32	12	17	13	5417
415-515	58	2638	86	101	20	36	42	2533	28	9	18	13	5582
430-530	59	2689	96	100	25	40	37	2540	27	12	20	14	5659
445-545	56	2696	100	97	24	45	37	2524	20	13	18	8	5638
500-600	50	2742	103	94	22	36	38	2455	17	13	24	7	5601



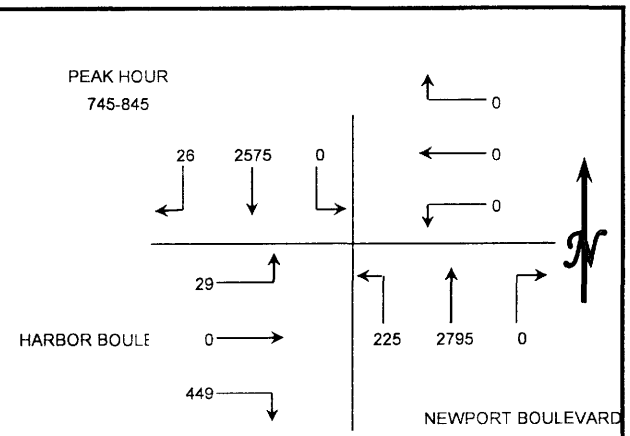
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

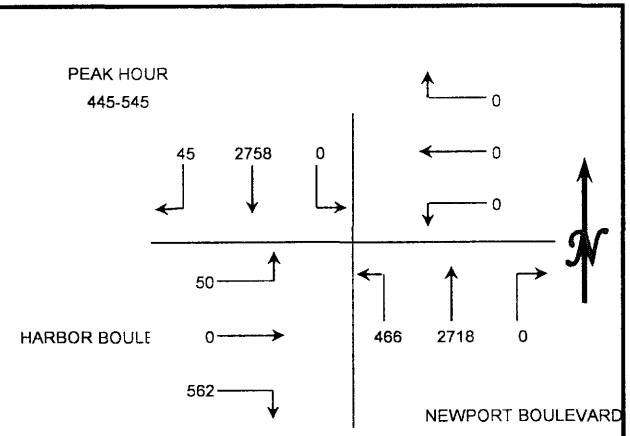
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CITY OF COASTA MESA
PROJECT: 2007 TRAFFIC COUNTS
DATE: WEDNESDAY MARCH 26, 2008 (PM PEAK RECOUNTED JUNE 17, 2008)
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S NEWPORT BOULEVARD
E/W HARBOR BOULEVARD
CITY: COSTA MESA

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	3	523	0	0	0	0	0	588	31	71	0	5	1221
715-730	4	518	0	0	0	0	0	629	40	83	0	2	1276
730-745	5	599	0	0	0	0	0	702	38	115	0	5	1464
745-800	2	638	0	0	0	0	0	707	52	115	0	7	1521
800-815	6	690	0	0	0	0	0	705	60	92	0	8	1561
815-830	14	626	0	0	0	0	0	704	59	120	0	4	1527
830-845	4	621	0	0	0	0	0	679	54	122	0	10	1490
845-900	7	631	0	0	0	0	0	649	97	121	0	10	1515
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	14	2278	0	0	0	0	0	2626	161	384	0	19	5482
715-815	17	2445	0	0	0	0	0	2743	190	405	0	22	5822
730-830	27	2553	0	0	0	0	0	2818	209	442	0	24	6073
745-845	26	2575	0	0	0	0	0	2795	225	449	0	29	6099
800-900	31	2568	0	0	0	0	0	2737	270	455	0	32	6093



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	16	648	0	0	0	0	0	526	88	106	0	6	1390
415-430	26	641	0	0	0	0	0	691	99	124	0	5	1586
430-445	11	648	0	0	0	0	0	601	108	123	0	7	1498
445-500	13	704	0	0	0	0	0	671	117	144	0	9	1658
500-515	13	679	0	0	0	0	0	658	105	119	0	13	1587
515-530	9	717	0	0	0	0	0	665	110	168	0	14	1683
530-545	10	658	0	0	0	0	0	724	134	131	0	14	1671
545-600	18	703	0	0	0	0	0	609	147	147	0	13	1637
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	66	2641	0	0	0	0	0	2489	412	497	0	27	6132
415-515	63	2672	0	0	0	0	0	2621	429	510	0	34	6329
430-530	46	2748	0	0	0	0	0	2595	440	554	0	43	6426
445-545	45	2758	0	0	0	0	0	2718	466	562	0	50	6599
500-600	50	2757	0	0	0	0	0	2656	496	565	0	54	6578



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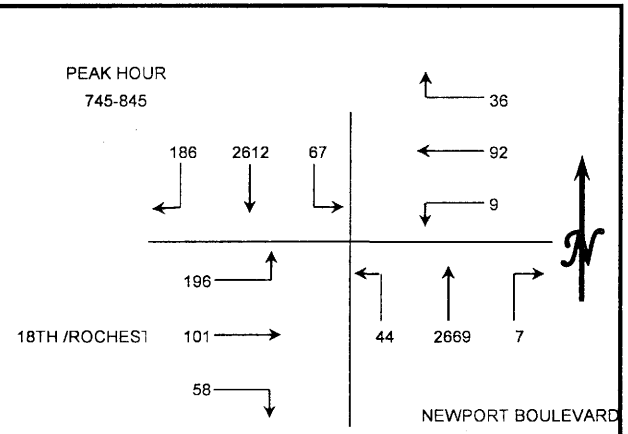
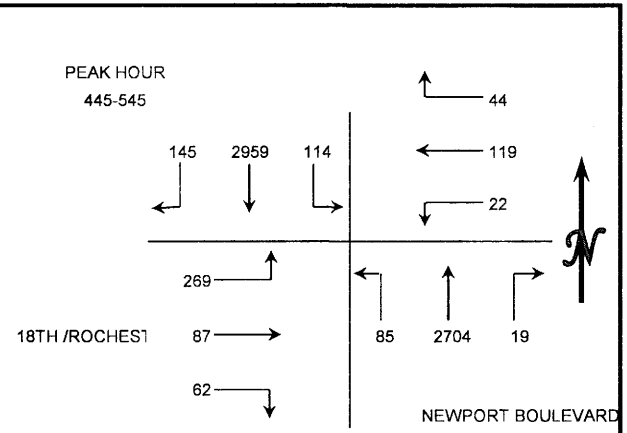
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CITY OF COASTA MESA
PROJECT: 2008 TRAFFIC COUNTS
DATE: THURSDAY, MARCH 27,2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S NEWPORT BOULEVARD
E/W 18TH /ROCHESTER
CITY: COSTA MESA

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	34	519	6	9	11	2	0	505	6	7	16	47	1162
715-730	32	573	14	9	8	1	2	610	9	8	21	54	1341
730-745	35	624	16	7	9	0	0	674	8	15	33	59	1480
745-800	54	641	21	14	27	3	1	689	13	20	28	48	1559
800-815	37	682	14	8	25	0	0	671	10	10	27	51	1535
815-830	57	649	15	9	21	4	2	640	9	14	25	52	1497
830-845	38	640	17	5	19	2	4	669	12	14	21	45	1486
845-900	42	572	25	6	19	2	5	640	18	12	15	39	1395
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	155	2357	57	39	55	6	3	2478	36	50	98	208	5542
715-815	158	2520	65	38	69	4	3	2644	40	53	109	212	5915
730-830	183	2596	66	38	82	7	3	2674	40	59	113	210	6071
745-845	186	2612	67	36	92	9	7	2669	44	58	101	196	6077
800-900	174	2543	71	28	84	8	11	2620	49	50	88	187	5913



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	44	731	32	10	30	11	7	655	17	19	18	74	1648
415-430	34	722	26	5	31	4	9	651	26	17	25	49	1599
430-445	44	656	20	12	24	4	4	656	12	11	29	95	1567
445-500	45	717	29	10	29	6	6	675	19	13	23	77	1649
500-515	37	749	36	15	28	11	7	672	22	20	18	72	1687
515-530	30	750	26	10	32	2	4	671	24	18	21	66	1654
530-545	33	743	23	9	30	3	2	686	20	11	25	54	1639
545-600	31	742	17	13	24	4	6	639	25	15	14	62	1592
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	167	2826	107	37	114	25	26	2637	74	60	95	295	6463
415-515	160	2844	111	42	112	25	26	2654	79	61	95	293	6502
430-530	156	2872	111	47	113	23	21	2674	77	62	91	310	6557
445-545	145	2959	114	44	119	22	19	2704	85	62	87	269	6629
500-600	131	2984	102	47	114	20	19	2668	91	64	78	254	6572



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

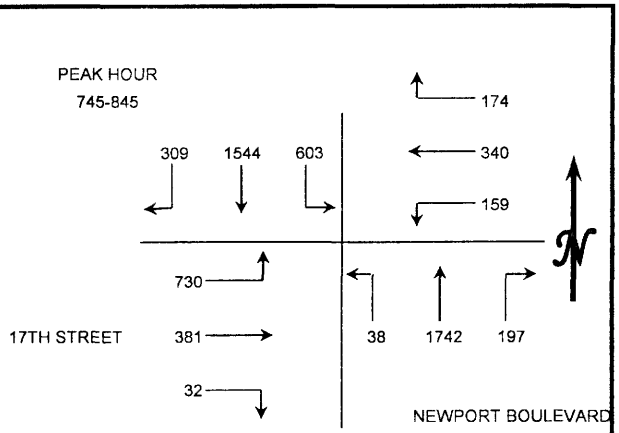
CLIENT: CITY OF COASTA MESA
PROJECT: 2008 TRAFFIC COUNTS
DATE: THURSDAY, MARCH 27,2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S NEWPORT BOULEVARD
E/W 17TH STREET
CITY: COSTA MESA

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	85	305	116	31	37	18	25	321	4	5	60		1007
715-730	80	322	134	41	42	31	23	381	4	3	72		1133
730-745	75	348	150	33	47	29	25	438	4	7	118		1274
745-800	78	408	158	44	73	36	52	476	9	8	121		1463
800-815	79	373	133	44	77	29	56	427	5	5	89		1317
815-830	75	403	165	41	101	46	49	406	9	9	89		1393
830-845	77	360	147	45	89	48	40	433	15	10	82		1346
845-900	67	401	157	30	91	38	46	407	18	13	78		1346

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	318	1383	558	149	199	114	125	1616	21	23	371		4877
715-815	312	1451	575	162	239	125	156	1722	22	23	400		5187
730-830	307	1532	606	162	298	140	182	1747	27	29	417		5447
745-845	309	1544	603	174	340	159	197	1742	38	32	381	730	6249
800-900	298	1537	602	160	358	161	191	1673	47	37	338		5402

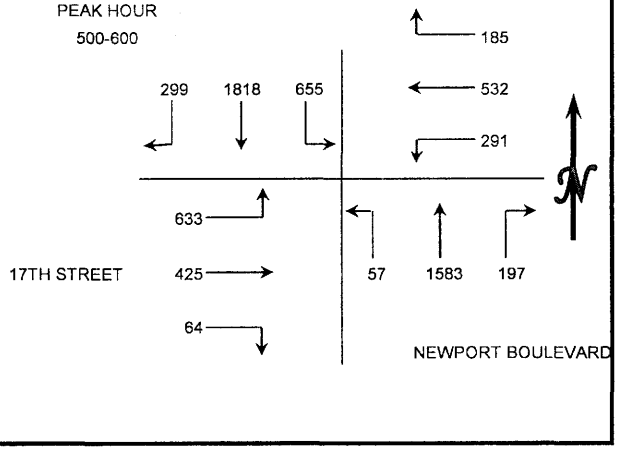


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	66	434	131	40	123	67	41	384	14	11	118	164	1593
415-430	64	415	159	61	117	59	35	361	10	17	110	159	1567
430-445	66	472	138	58	114	65	46	361	18	12	110	156	1616
445-500	52	449	161	42	112	55	40	358	13	14	114	176	1586
500-515	76	449	173	51	129	75	50	405	15	15	110	157	1705
515-530	81	450	175	42	135	71	43	376	15	16	115	177	1696
530-545	68	466	171	51	138	71	39	391	17	18	104	168	1702
545-600	74	453	136	41	130	74	65	411	10	15	96	131	1636

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	248	1770	589	201	466	246	162	1464	55	54	452	655	6362
415-515	258	1785	631	212	472	254	171	1485	56	58	444	648	6474
430-530	275	1820	647	193	490	266	179	1500	61	57	449	666	6603
445-545	277	1814	680	186	514	272	172	1530	60	63	443	678	6689
500-600	299	1818	655	185	532	291	197	1583	57	64	425	633	6739



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Newport Blvd DATE: 3/14/2007 LOCATION: City of Costa Mesa

E-W STREET: 16th St DAY: WEDNESDAY PROJECT# 07-1067-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	404	11	13	284	4	1	3	3	5	7	9	746
7:15 AM	3	402	12	12	299	5	3	2	2	4	8	10	762
7:30 AM	1	407	13	10	307	3	2	10	1	6	10	15	785
7:45 AM	4	479	10	19	337	7	4	7	1	14	9	11	902
8:00 AM	5	468	15	22	354	5	4	3	3	9	11	10	909
8:15 AM	2	447	14	16	362	6	7	6	4	8	8	11	891
8:30 AM	3	433	11	15	370	5	6	5	5	6	6	7	872
8:45 AM	2	410	16	17	396	10	5	4	3	13	5	9	890
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	22	3450	102	124	2709	45	32	40	22	65	64	82	6757

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	14	1827	50	72	1423	23	21	21	13	37	34	39	3574
PEAK HR. FACTOR:		0.959			0.973			0.809			0.809		0.983

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Newport Blvd DATE: 3/14/2007 LOCATION: City of Costa Mesa

E-W STREET: 16th St DAY: WEDNESDAY PROJECT# 07-1067-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	383	24	11	481	10	3	11	0	13	15	12	973
4:15 PM	3	420	17	8	462	4	6	9	0	14	13	4	960
4:30 PM	5	453	14	14	439	8	4	8	2	13	20	6	986
4:45 PM	2	440	11	31	504	9	8	10	1	12	16	10	1054
5:00 PM	5	410	9	23	489	5	6	13	4	15	10	12	1001
5:15 PM	1	397	10	12	475	4	2	10	4	11	29	6	961
5:30 PM	7	395	4	10	474	7	4	7	7	16	12	6	949
5:45 PM	2	369	10	12	519	9	5	2	4	13	18	7	970
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 35	NT 3267	NR 99	SL 121	ST 3843	SR 56	EL 38	ET 70	ER 22	WL 107	WT 133	WR 63	TOTAL 7854

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	13	1700	44	80	1907	26	20	41	11	51	75	34	4002
PEAK HR. FACTOR:		0.931			0.925			0.783			0.870		0.949

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Newport Blvd DATE: 3/14/2007 LOCATION: City of Costa Mesa

E-W STREET: Industrial Way DAY: WEDNESDAY PROJECT# 07-1067-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0.5	0.5	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	360	2	17	266	14	10	16	13	1	4	12	720
7:15 AM	3	391	3	7	243	17	10	20	14	2	6	14	730
7:30 AM	11	407	5	37	284	22	9	33	30	1	16	22	877
7:45 AM	22	476	3	48	326	19	26	40	24	0	26	16	1026
8:00 AM	20	431	4	21	330	16	28	22	29	0	23	7	931
8:15 AM	15	467	6	19	356	17	15	15	25	3	11	13	962
8:30 AM	19	430	6	26	299	12	21	18	22	0	10	15	878
8:45 AM	20	429	3	22	353	28	18	13	18	3	14	19	940
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	115	3391	32	197	2457	145	137	177	175	10	110	118	7064

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	76	1804	19	114	1311	64	90	95	100	3	70	51	3797
PEAK HR. FACTOR:		0.948			0.917			0.792			0.738		0.925

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Newport Blvd DATE: 3/14/2007 LOCATION: City of Costa Mesa

E-W STREET: Industrial Way DAY: WEDNESDAY PROJECT# 07-1067-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0.5	0.5	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	392	4	20	451	15	16	12	28	5	16	20	994
4:15 PM	17	405	4	18	480	16	14	12	25	7	11	26	1035
4:30 PM	22	369	5	19	446	15	20	18	26	9	12	23	959
4:45 PM	16	372	4	15	471	13	22	19	30	8	7	19	996
5:00 PM	12	405	4	19	464	10	18	16	24	7	12	22	1033
5:15 PM	11	384	5	17	461	12	14	17	18	6	10	19	958
5:30 PM	7	395	7	12	489	16	9	10	14	4	8	15	986
5:45 PM	10	347	3	11	457	12	15	12	15	7	7	16	912
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 110	NT 3069	NR 36	SL 126	ST 3698	SR 108	EL 134	ET 116	ER 180	WL 53	WT 83	WR 160	TOTAL 7873

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	67	1551	17	71	1850	54	80	65	105	31	42	90	4023
PEAK HR. FACTOR:		0.960			0.951			0.880			0.926		0.972

CONTROL: Signalized

APPENDIX C

Explanation and Calculation of Intersection Capacity Utilization

EXPLANATION AND CALCULATION OF INTERSECTION CAPACITY UTILIZATION

Overview

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

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

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

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

Intersection Capacity Utilization Worksheets That Follow This Discussion

The Intersection Capacity Utilization worksheet table contains the following information:

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

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

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

6. Percent of daily traffic in peak hours.

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

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

Level of Service

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

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

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

Signalized and Unsignalized Intersections

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

Traffic Signal Timing

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

Lane Capacity

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

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

Yellow Time

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

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

Shared Lanes

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

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

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

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

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

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

Right Turn on Red

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

Free Right Turn Lane

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

Separate Right Turn Arrow

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

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

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

Standard Right Turn Lane, No Right Turns on Red

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

Standard Right Turn Lane, With Right Turns on Red

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

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

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

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

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

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

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

Separate Right Turn Arrow, With Right Turns on Red

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

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

Critical Lane Method

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

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

INTERSECTION CAPACITY UTILIZATION
LEVEL OF SERVICE DESCRIPTION[1]

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

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

Existing

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	1390	374	72	434	0	0	0	0	32	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1390	374	72	434	0	0	0	0	32	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1390	374	72	434	0	0	0	0	32	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1390	374	72	434	0	0	0	0	32	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1390	374	72	434	0	0	0	0	32	0	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	1.58	0.42	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2522	678	1600	3200	0	0	1600	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.05	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	600	102	76	797	0	0	0	0	448	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	102	76	797	0	0	0	0	448	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	600	102	76	797	0	0	0	0	448	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	600	102	76	797	0	0	0	0	448	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	600	102	76	797	0	0	0	0	448	0	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	2.00	0.00	0.00	1.00	0.00	1.67	0.00	0.33
Final Sat.:	1600	2735	465	1600	3200	0	0	1600	0	2675	0	525
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.05	0.25	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	266	114	170	165	247	709	1914	211	95	768	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	266	114	170	165	247	709	1914	211	95	768	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	266	114	170	165	247	709	1914	211	95	768	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1600	2204	996	2436	2364	3200	3200	4800	1600	1600	5325	1075
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.11	0.07	0.07	0.08	0.22	0.40	0.13	0.06	0.14	0.14
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	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						Permitted						Permitted					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	1	0	1	0		1	1	1	0	2		2	0	3	0	1		1	0	3	1	0	
Volume Module:																								
Base Vol:	254	208		78			228	243		710			258	986		243			226	1854		162		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	254	208		78			228	243		710			258	986		243			226	1854		162		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	254	208		78			228	243		710			258	986		243			226	1854		162		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	254	208		78			228	243		710			258	986		243			226	1854		162		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	254	208		78			228	243		710			258	986		243			226	1854		162		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.41	1.16		0.43			1.45	1.55		2.00			2.00	3.00		1.00			1.00	3.68		0.32		
Final Sat.:	2257	1849		694			2324	2476		3200			3200	4800		1600			1600	5886		514		
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.11		0.11			0.10	0.10		0.22			0.08	0.21		0.15			0.14	0.31		0.32		
Crit Moves:	****									****			****							****				

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	227	61	18	325	268	346	803	33	57	243	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	227	61	18	325	268	346	803	33	57	243	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	227	61	18	325	268	346	803	33	57	243	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	227	61	18	325	268	346	803	33	57	243	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.53	0.41	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.93	0.07
Final Sat.:	86	2454	659	1600	1600	1600	1600	3074	126	1600	3086	114
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.20	0.17	0.22	0.26	0.26	0.04	0.08	0.08
Crit Moves:	****				****			****		****		

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	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:	41	287	86	11	166	316	224	419	22	57	664	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:	41	287	86	11	166	316	224	419	22	57	664	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	287	86	11	166	316	224	419	22	57	664	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:	41	287	86	11	166	316	224	419	22	57	664	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.39	0.42	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.97	0.03
Final Sat.:	317	2218	665	1600	1600	1600	1600	3040	160	1600	3148	52
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.10	0.20	0.14	0.14	0.14	0.04	0.21	0.21
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	15	20	71	311	41	31	81	264	40	144	145	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	20	71	311	41	31	81	264	40	144	145	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	20	71	311	41	31	81	264	40	144	145	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	20	71	311	41	31	81	264	40	144	145	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	20	71	311	41	31	81	264	40	144	145	360
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	1.62	0.21	0.16	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	686	914	1600	2598	343	259	1600	2779	421	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.04	0.12	0.12	0.12	0.05	0.09	0.10	0.09	0.09	0.23
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	47	98	307	25	75	99	206	24	108	174	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	47	98	307	25	75	99	206	24	108	174	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	47	98	307	25	75	99	206	24	108	174	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	47	98	307	25	75	99	206	24	108	174	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	47	98	307	25	75	99	206	24	108	174	368
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	1.51	0.12	0.37	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	584	1016	1600	2414	197	590	1600	2866	334	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.06	0.13	0.13	0.13	0.06	0.07	0.07	0.07	0.11	0.23
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1373	96	56	1066	368	197	124	199	65	224	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1373	96	56	1066	368	197	124	199	65	224	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1373	96	56	1066	368	197	124	199	65	224	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2844	356
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.06	0.04	0.22	0.23	0.06	0.08	0.12	0.04	0.08	0.08
Crit Moves:		****		****					****	****		

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1215	55	48	1513	205	293	135	187	121	178	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1215	55	48	1513	205	293	135	187	121	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1215	55	48	1513	205	293	135	187	121	178	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2637	563
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.03	0.03	0.32	0.13	0.09	0.08	0.12	0.08	0.07	0.07
Crit Moves:	****				****				****	****		

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	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	383	0	288	0	2082	188	0	812	349
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	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	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	383	0	288	0	2082	0	0	812	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.00	0.65	0.00	0.00	0.17	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	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	586	0	393	0	1261	159	0	1823	487
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	586	0	393	0	1261	0	0	1823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	393	0	1261	0	0	1823	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	586	0	393	0	1261	0	0	1823	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.25	0.00	0.39	0.00	0.00	0.38	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

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

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1278		23	312	931	0	0	0	0	6	0	327
Growth Adj:	1.00 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 1278		23	312	931	0	0	0	0	6	0	327
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1278		23	312	931	0	0	0	0	6	0	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 1278		23	312	931	0	0	0	0	6	0	327
PCE Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1278		23	312	931	0	0	0	0	6	0	327
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.27		0.01	0.10	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1322		26	466 1384		0	0 0 0		0	23 0		411
Growth Adj:	1.00 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 1322		26	466 1384		0	0 0 0		0	23 0		411
User Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj:	1.00 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 1322		26	466 1384		0	0 0 0		0	23 0		411
Reduct Vol:	0 0		0	0 0		0	0 0 0		0	0 0		0
Reduced Vol:	0 1322		26	466 1384		0	0 0 0		0	23 0		411
PCE Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
FinalVolume:	0 1322		26	466 1384		0	0 0 0		0	23 0		411
Saturation Flow Module:												
Sat/Lane:	1600 1600 1600			1600 1600 1600			1600 1600 1600			1600 1600 1600		
Adjustment:	1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Lanes:	0.00 3.00 1.00			2.00 3.00 0.00			0.00 0.00 0.00			1.00 0.00 2.00		
Final Sat.:	0 4800 1600			3200 4800 0			0 0 0			1600 0 3200		
Capacity Analysis Module:												
Vol/Sat:	0.00 0.28 0.02			0.15 0.29 0.00			0.00 0.00 0.00			0.01 0.00 0.13		
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	12	889	11	51	701	105	283	16	7	33	22	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	889	11	51	701	105	283	16	7	33	22	65
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:	12	889	11	51	701	105	283	16	0	33	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	889	11	51	701	105	283	16	0	33	22	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:	12	889	11	51	701	105	283	16	0	33	22	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	1.89	0.11	1.00	1.00	1.00	1.00
Final Sat.:	1600	3161	39	1600	2783	417	3029	171	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.25	0.25	0.09	0.09	0.00	0.02	0.01	0.00
Crit Moves:			****	****				****		****		

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	46	862	16	73	1006	256	182	24	27	19	36	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	862	16	73	1006	256	182	24	27	19	36	108
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:	46	862	16	73	1006	256	182	24	0	19	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	862	16	73	1006	256	182	24	0	19	36	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:	46	862	16	73	1006	256	182	24	0	19	36	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.59	0.41	1.77	0.23	1.00	0.69	1.31	1.00
Final Sat.:	1600	3142	58	1600	2551	649	2827	373	1600	1105	2095	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.05	0.39	0.39	0.06	0.06	0.00	0.01	0.02	0.00
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1	0 1	0	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	77	4	304	312	1893	4	17	1124	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	77	4	304	312	1893	4	17	1124	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	77	4	304	312	1893	4	17	1124	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1600	1521	79	1600	1600	3193	7	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.59	0.59	0.01	0.23	0.04
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
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:	10	11	2				98	2	404				244	1373	5				11	2155	70			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	10	11	2				98	2	404				244	1373	5				11	2155	70			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	10	11	2				98	2	404				244	1373	5				11	2155	70			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	10	11	2				98	2	404				244	1373	5				11	2155	70			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	10	11	2				98	2	404				244	1373	5				11	2155	70			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.43	0.48	0.09				0.98	0.02	1.00				1.00	1.99	0.01				1.00	3.00	1.00			
Final Sat.:	696	765	139				1568	32	1600				1600	3188	12				1600	4800	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.01	0.01				0.06	0.06	0.25				0.15	0.43	0.43				0.01	0.45	0.04			
Crit Moves:	****								****				****							****				

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	1	14	42	1992	1	0	1220	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	1992	1	0	1220	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	1992	1	0	1220	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	2.00	0.00	0.00	2.92	0.08
Final Sat.:	0	1600	0	1100	33	467	1600	3198	2	0	4666	134
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.62	0.62	0.00	0.26	0.26
Crit Moves:					****			****			****	

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	55	0	27	94	1376	20	0	2230	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1376	20	0	2230	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1376	20	0	2230	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	0.00	2.93	0.07
Final Sat.:	0	533	1067	1073	0	527	1600	3154	46	0	4691	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.44	0.44	0.00	0.48	0.48
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 2	1	1	2 1 1	0	1	1 0 2	1	1
Volume Module:												
Base Vol:	28 2938		20	152 2588		525	790	218	5	33	168	240
Growth Adj:	1.01 1.01		1.01	1.01 1.01		1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28 2967		20	154 2614		530	798	220	5	33	170	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:	28 2967		20	154 2614		530	798	220	5	33	170	242
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	28 2967		20	154 2614		530	798	220	5	33	170	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:	28 2967		20	154 2614		530	798	220	5	33	170	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 3.97		0.03	1.00 3.00		1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600 6357		43	1600 4800		1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02 0.47		0.47	0.10 0.54		0.33	0.17	0.14	0.00	0.02	0.05	0.08
Crit Moves:	****			****			****					****

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	72	2436	29	189	2700	784	807	210	20	66	332	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	73	2460	29	191	2727	792	815	212	20	67	335	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	2460	29	191	2727	792	815	212	20	67	335	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	2460	29	191	2727	792	815	212	20	67	335	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	2460	29	191	2727	792	815	212	20	67	335	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.46	1.54
Final Sat.:	1600	6325	75	1600	4800	1600	4800	1600	1600	1600	3935	2465
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.12	0.57	0.49	0.17	0.13	0.01	0.04	0.09	0.09
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	3	2765	35	65	2579	12	3	11	2	25	6	157
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	2793	35	66	2605	12	3	11	2	25	6	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	2793	35	66	2605	12	3	11	2	25	6	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2793	35	66	2605	12	3	11	2	25	6	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2793	35	66	2605	12	3	11	2	25	6	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.21	0.79	1.00	1.00	0.04	0.96
Final Sat.:	1600	6320	80	1600	4800	1600	343	1257	1600	1600	59	1541
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.04	0.54	0.01	0.00	0.01	0.00	0.02	0.10	0.10
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	27	2540	37	96	2689	59	14	20	12	40	25	100
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	2565	37	97	2716	60	14	20	12	40	25	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2565	37	97	2716	60	14	20	12	40	25	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2565	37	97	2716	60	14	20	12	40	25	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2565	37	97	2716	60	14	20	12	40	25	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	3.94	0.06	1.00	3.00	1.00	0.41	0.59	1.00	1.00	0.20	0.80
Final Sat.:	1600	6308	92	1600	4800	1600	659	941	1600	1600	320	1280
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.06	0.57	0.04	0.01	0.02	0.01	0.03	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	225	2795	0	0	2575	26	29	0	449	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	227	2823	0	0	2601	26	29	0	453	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	2823	0	0	2601	26	29	0	453	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2823	0	0	2601	26	29	0	453	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	2823	0	0	2601	26	29	0	453	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	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4752	48	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.00	0.00	0.55	0.55	0.02	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	466	2718	0	0	2758	45	50	0	562	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	471	2745	0	0	2786	45	51	0	568	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	2745	0	0	2786	45	51	0	568	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	2745	0	0	2786	45	51	0	568	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	2745	0	0	2786	45	51	0	568	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	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4723	77	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.00	0.00	0.59	0.59	0.03	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	44	2669	7	67	2612	186	196	101	58	9	92	36
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	2696	7	68	2638	188	198	102	59	9	93	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:	44	2696	7	68	2638	188	198	102	59	9	93	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2696	7	68	2638	188	198	102	59	9	93	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:	44	2696	7	68	2638	188	198	102	59	9	93	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6383	17	1600	4800	1600	3200	1600	1600	1600	1150	450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.04	0.55	0.12	0.06	0.06	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	85	2704	19	114	2959	145	269	87	62	22	119	44
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	2731	19	115	2989	146	272	88	63	22	120	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2731	19	115	2989	146	272	88	63	22	120	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2731	19	115	2989	146	272	88	63	22	120	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	2731	19	115	2989	146	272	88	63	22	120	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	6355	45	1600	4800	1600	3200	1600	1600	1600	1168	432
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.07	0.62	0.09	0.08	0.05	0.04	0.01	0.10	0.10
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	3 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	38	1742	197	603	1544	309	730	381	32	159	340	174
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	38	1759	199	609	1559	312	737	385	32	161	343	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1759	199	609	1559	312	737	385	32	161	343	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1759	199	609	1559	312	737	385	32	161	343	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1759	199	609	1559	312	737	385	32	161	343	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.85	0.16	2.00	3.00	1.00
Final Sat.:	1600	5750	650	3200	4800	1600	4800	2952	248	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.19	0.32	0.20	0.15	0.13	0.13	0.05	0.07	0.11
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	57	1583	197	655	1818	299	633	425	64	291	532	185
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	58	1599	199	662	1836	302	639	429	65	294	537	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1599	199	662	1836	302	639	429	65	294	537	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1599	199	662	1836	302	639	429	65	294	537	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1599	199	662	1836	302	639	429	65	294	537	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:	1.00	3.56	0.44	2.00	3.00	1.00	3.00	1.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	5692	708	3200	4800	1600	4800	2781	419	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.21	0.38	0.19	0.13	0.15	0.15	0.09	0.11	0.12
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	0 1	0	1	0 1	0	0 1
Volume Module:												
Base Vol:	14 1827		50	72 1423		23	21	21	13	37	34	39
Growth Adj:	1.02 1.02		1.02	1.02 1.02		1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14 1864		51	73 1451		23	21	21	13	38	35	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:	14 1864		51	73 1451		23	21	21	13	38	35	40
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	14 1864		51	73 1451		23	21	21	13	38	35	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:	14 1864		51	73 1451		23	21	21	13	38	35	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:	1.00 3.00		1.00	1.00 3.00		1.00	0.50	0.50	1.00	0.52	0.48	1.00
Final Sat.:	1600 4800		1600	1600 4800		1600	800	800	1600	834	766	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.39		0.03	0.05 0.30		0.01	0.01	0.03	0.01	0.02	0.05	0.02
Crit Moves:	****			****			****				****	

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	13	1700	44	80	1907	26	20	41	11	51	75	34
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	1734	45	82	1945	27	20	42	11	52	77	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1734	45	82	1945	27	20	42	11	52	77	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1734	45	82	1945	27	20	42	11	52	77	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1734	45	82	1945	27	20	42	11	52	77	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.67	1.00	0.40	0.60	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	525	1075	1600	648	952	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.03	0.05	0.41	0.02	0.01	0.04	0.01	0.03	0.08	0.02
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	76	1804	19	114	1311	64	90	95	100	3	70	51
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	1840	19	116	1337	65	92	97	102	3	71	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1840	19	116	1337	65	92	97	102	3	71	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1840	19	116	1337	65	92	97	102	3	71	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1840	19	116	1337	65	92	97	102	3	71	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.86	0.14	0.49	0.51	1.00	1.00	1.00	1.00
Final Sat.:	1600	4750	50	1600	4577	223	778	822	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.07	0.29	0.29	0.06	0.12	0.06	0.00	0.04	0.03
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	1 0 2	1	0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	67 1551	17		71 1850	54		80	65	105	31	42	90
Growth Adj:	1.02 1.02	1.02		1.02 1.02	1.02		1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	68 1582	17		72 1887	55		82	66	107	32	43	92
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68 1582	17		72 1887	55		82	66	107	32	43	92
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	68 1582	17		72 1887	55		82	66	107	32	43	92
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68 1582	17		72 1887	55		82	66	107	32	43	92
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.97	0.03		1.00 2.91	0.09		0.55	0.45	1.00	1.00	1.00	1.00
Final Sat.:	1600 4748	52		1600 4664	136		883	717	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.33	0.33		0.05 0.40	0.40		0.05	0.09	0.07	0.02	0.03	0.06
Crit Moves:	****			****				****		****		

Existing (Year 2009) + Project

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1390	374	72	434	0	0	0	0	32	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1390	374	72	434	0	0	0	0	32	0	55
Added Vol:	0	0	1	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	1390	375	72	434	0	0	0	0	32	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1390	375	72	434	0	0	0	0	32	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1390	375	72	434	0	0	0	0	32	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1390	375	72	434	0	0	0	0	32	0	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	1.58	0.42	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2520	680	1600	3200	0	0	1600	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.05	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	600	102	76	797	0	0	0	0	448	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	102	76	797	0	0	0	0	448	0	88
Added Vol:	0	0	1	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	600	103	76	797	0	0	0	0	450	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	600	103	76	797	0	0	0	0	450	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	600	103	76	797	0	0	0	0	450	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	600	103	76	797	0	0	0	0	450	0	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	2.00	0.00	0.00	1.00	0.00	1.67	0.00	0.33
Final Sat.:	1600	2731	469	1600	3200	0	0	1600	0	2677	0	523
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.05	0.25	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	266	114	170	165	247	709	1914	211	95	768	155
Added Vol:	0	1	0	0	0	0	0	6	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	267	114	170	165	247	709	1920	211	95	770	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	267	114	170	165	247	709	1920	211	95	770	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	267	114	170	165	247	709	1920	211	95	770	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	267	114	170	165	247	709	1920	211	95	770	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1600	2206	994	2436	2364	3200	3200	4800	1600	1600	5328	1072
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.11	0.07	0.07	0.08	0.22	0.40	0.13	0.06	0.14	0.14
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	208	78	228	243	710	258	986	243	226	1854	162
Added Vol:	0	1	0	0	2	0	0	4	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	209	78	228	245	710	258	990	243	226	1863	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	209	78	228	245	710	258	990	243	226	1863	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	209	78	228	245	710	258	990	243	226	1863	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	209	78	228	245	710	258	990	243	226	1863	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.41	1.16	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2254	1854	692	2314	2486	3200	3200	4800	1600	1600	5888	512
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.22	0.08	0.21	0.15	0.14	0.32	0.32
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	0	1	0		1	0	1	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	8	227		61			18	325		268			346	803		33			57	243		9		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	8	227		61			18	325		268			346	803		33			57	243		9		
Added Vol:	0	1		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:	8	228		61			18	329		268			346	803		33			57	243		9		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	8	228		61			18	329		268			346	803		33			57	243		9		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	8	228		61			18	329		268			346	803		33			57	243		9		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	8	228		61			18	329		268			346	803		33			57	243		9		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.05	1.54		0.41			1.00	1.00		1.00			1.00	1.92		0.08			1.00	1.93		0.07		
Final Sat.:	86	2457		657			1600	1600		1600			1600	3074		126			1600	3086		114		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.09		0.09			0.01	0.21		0.17			0.22	0.26		0.26			0.04	0.08		0.08		
Crit Moves:	****							****						****						****				

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	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:	41	287	86	11	166	316	224	419	22	57	664	11
Added Vol:	0	7	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	294	86	11	169	316	224	419	22	57	664	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:	41	294	86	11	169	316	224	419	22	57	664	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	294	86	11	169	316	224	419	22	57	664	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:	41	294	86	11	169	316	224	419	22	57	664	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.40	0.41	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.97	0.03
Final Sat.:	312	2235	654	1600	1600	1600	1600	3040	160	1600	3148	52
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.11	0.20	0.14	0.14	0.14	0.04	0.21	0.21
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	15	20	71	311	41	31	81	264	40	144	145	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	20	71	311	41	31	81	264	40	144	145	360
Added Vol:	0	0	0	4	0	0	0	1	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	20	71	315	41	31	81	265	40	144	145	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	20	71	315	41	31	81	265	40	144	145	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	20	71	315	41	31	81	265	40	144	145	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	20	71	315	41	31	81	265	40	144	145	361
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	1.00	1.63	0.21	0.16	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	686	914	1600	2605	339	256	1600	2780	420	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.04	0.12	0.12	0.12	0.05	0.10	0.10	0.09	0.09	0.23
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	27	47	98	307	25	75	99	206	24	108	174	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	47	98	307	25	75	99	206	24	108	174	368
Added Vol:	0	0	0	3	0	0	0	1	0	0	2	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	47	98	310	25	75	99	207	24	108	176	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	47	98	310	25	75	99	207	24	108	176	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	47	98	310	25	75	99	207	24	108	176	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	47	98	310	25	75	99	207	24	108	176	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	1.51	0.12	0.37	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	584	1016	1600	2420	195	585	1600	2868	332	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.06	0.13	0.13	0.13	0.06	0.07	0.07	0.07	0.11	0.23
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1373	96	56	1066	368	197	124	199	65	224	28
Added Vol:	0	0	7	10	0	0	0	6	0	2	2	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1373	103	66	1066	368	197	130	199	67	226	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1373	103	66	1066	368	197	130	199	67	226	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1373	103	66	1066	368	197	130	199	67	226	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1373	103	66	1066	368	197	130	199	67	226	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2814	386
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.06	0.04	0.22	0.23	0.06	0.08	0.12	0.04	0.08	0.08
Crit Moves:		****		****					****	****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	117	1215			55	48	1513			205	293		135		187	121		178		38
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	117	1215			55	48	1513			205	293		135		187	121		178		38
Added Vol:	0	0			5	6	0			0	0		4		0	11		9		16
PasserByVol:	0	0			0	0	0			0	0		0		0	0		0		0
Initial Fut:	117	1215			60	54	1513			205	293		139		187	132		187		54
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	117	1215			60	54	1513			205	293		139		187	132		187		54
Reduct Vol:	0	0			0	0	0			0	0		0		0	0		0		0
Reduced Vol:	117	1215			60	54	1513			205	293		139		187	132		187		54
PCE Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	117	1215			60	54	1513			205	293		139		187	132		187		54
Saturation Flow Module:																				
Sat/Lane:	1600	1600			1600	1600	1600			1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	3.00			1.00	1.00	3.00			1.00	2.00		1.00		1.00	1.00		1.55		0.45
Final Sat.:	1600	4800			1600	1600	4800			1600	3200		1600		1600	1600		2483		717
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.25			0.04	0.03	0.32			0.13	0.09		0.09		0.12	0.08		0.08		0.08
Crit Moves:	****						****								****	****				

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	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	383	0	288	0	2082	188	0	812	349
Added Vol:	0	0	0	2	0	0	0	6	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	385	0	288	0	2088	188	0	814	349
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	385	0	288	0	2088	0	0	814	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	385	0	288	0	2088	0	0	814	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	385	0	288	0	2088	0	0	814	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.00	0.65	0.00	0.00	0.17	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	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	586	0	393	0	1261	159	0	1823	487
Added Vol:	0	0	0	9	0	0	0	4	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	595	0	393	0	1265	159	0	1832	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	595	0	393	0	1265	0	0	1832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	595	0	393	0	1265	0	0	1832	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	595	0	393	0	1265	0	0	1832	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.25	0.00	0.40	0.00	0.00	0.38	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

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

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1278	23	312	931	0	0	0	0	6	0	327
Growth Adj:	1.00	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	1278	23	312	931	0	0	0	0	6	0	327
Added Vol:	0	1	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	1279	23	312	931	0	0	0	0	6	0	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1279	23	312	931	0	0	0	0	6	0	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1279	23	312	931	0	0	0	0	6	0	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1279	23	312	931	0	0	0	0	6	0	327
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.01	0.10	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1322		26	466 1384		0	0	0	0	23	0	411
Growth Adj:	1.00 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 1322		26	466 1384		0	0	0	0	23	0	411
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0 1323		26	466 1386		0	0	0	0	23	0	411
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1323		26	466 1386		0	0	0	0	23	0	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 1323		26	466 1386		0	0	0	0	23	0	411
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1323		26	466 1386		0	0	0	0	23	0	411
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00 3.00		0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200 4800		0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.28		0.02	0.15 0.29		0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	12	889	11	51	701	105	283	16	7	33	22	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	889	11	51	701	105	283	16	7	33	22	65
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	890	11	51	701	105	283	16	7	33	22	65
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:	12	890	11	51	701	105	283	16	0	33	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	890	11	51	701	105	283	16	0	33	22	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:	12	890	11	51	701	105	283	16	0	33	22	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	1.89	0.11	1.00	1.00	1.00	1.00
Final Sat.:	1600	3161	39	1600	2783	417	3029	171	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.25	0.25	0.09	0.09	0.00	0.02	0.01	0.00
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	46	862	16	73	1006	256	182	24	27	19	36	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	862	16	73	1006	256	182	24	27	19	36	108
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	863	16	73	1008	256	182	24	27	19	36	108
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:	46	863	16	73	1008	256	182	24	0	19	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	863	16	73	1008	256	182	24	0	19	36	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:	46	863	16	73	1008	256	182	24	0	19	36	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.59	0.41	1.77	0.23	1.00	0.69	1.31	1.00
Final Sat.:	1600	3142	58	1600	2552	648	2827	373	1600	1105	2095	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.05	0.40	0.39	0.06	0.06	0.00	0.01	0.02	0.00
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	77	4	304	312	1893	4	17	1124	67
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	77	4	304	312	1895	4	17	1130	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	77	4	304	312	1895	4	17	1130	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	4	304	312	1895	4	17	1130	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	77	4	304	312	1895	4	17	1130	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1600	1521	79	1600	1600	3193	7	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.59	0.59	0.01	0.24	0.04
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	11	2	98	2	404	244	1373	5	11	2155	70
Added Vol:	0	0	0	0	0	0	0	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	2	98	2	404	244	1382	5	11	2159	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	2	98	2	404	244	1382	5	11	2159	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	98	2	404	244	1382	5	11	2159	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	11	2	98	2	404	244	1382	5	11	2159	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1568	32	1600	1600	3188	12	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.43	0.43	0.01	0.45	0.04
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	1	14	42	1992	1	0	1220	35
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	1	14	42	1994	1	0	1226	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	1994	1	0	1226	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	1994	1	0	1226	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	1994	1	0	1226	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	2.00	0.00	0.00	2.92	0.08
Final Sat.:	0	1600	0	1100	33	467	1600	3198	2	0	4667	133
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.62	0.62	0.00	0.26	0.26
Crit Moves:					****			****		****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

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Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	55	0	27	94	1376	20	0	2230	52
Added Vol:	0	0	0	0	0	0	0	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	55	0	27	94	1385	20	0	2234	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1385	20	0	2234	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1385	20	0	2234	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1385	20	0	2234	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	0.00	2.93	0.07
Final Sat.:	0	533	1067	1073	0	527	1600	3154	46	0	4691	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.44	0.44	0.00	0.48	0.48
Crit Moves:	****					****	****					****

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Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	28	2938	20	152	2588	525	790	218	5	33	168	240
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	2967	20	154	2614	530	798	220	5	33	170	242
Added Vol:	0	2	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2969	20	154	2621	530	798	220	5	33	170	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:	28	2969	20	154	2621	530	798	220	5	33	170	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2969	20	154	2621	530	798	220	5	33	170	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:	28	2969	20	154	2621	530	798	220	5	33	170	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	3.97	0.03	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600	6357	43	1600	4800	1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.10	0.55	0.33	0.17	0.14	0.00	0.02	0.05	0.08
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	72	2436	29	189	2700	784	807	210	20	66	332	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	73	2460	29	191	2727	792	815	212	20	67	335	210
Added Vol:	0	11	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2471	29	191	2732	792	815	212	20	67	335	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	2471	29	191	2732	792	815	212	20	67	335	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	2471	29	191	2732	792	815	212	20	67	335	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	2471	29	191	2732	792	815	212	20	67	335	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.46	1.54
Final Sat.:	1600	6325	75	1600	4800	1600	4800	1600	1600	1600	3935	2465
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.12	0.57	0.49	0.17	0.13	0.01	0.04	0.09	0.09
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxx
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	3	2765	35	65	2579	12	3	11	2	25	6	157
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	2793	35	66	2605	12	3	11	2	25	6	159
Added Vol:	0	2	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2795	35	66	2612	12	3	11	2	25	6	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	2795	35	66	2612	12	3	11	2	25	6	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2795	35	66	2612	12	3	11	2	25	6	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2795	35	66	2612	12	3	11	2	25	6	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.21	0.79	1.00	1.00	0.04	0.96
Final Sat.:	1600	6320	80	1600	4800	1600	343	1257	1600	1600	59	1541
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.04	0.54	0.01	0.00	0.01	0.00	0.02	0.10	0.10
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	27	2540	37	96	2689	59	14	20	12	40	25	100
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	2565	37	97	2716	60	14	20	12	40	25	101
Added Vol:	0	11	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2576	37	97	2721	60	14	20	12	40	25	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2576	37	97	2721	60	14	20	12	40	25	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2576	37	97	2721	60	14	20	12	40	25	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2576	37	97	2721	60	14	20	12	40	25	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	3.94	0.06	1.00	3.00	1.00	0.41	0.59	1.00	1.00	0.20	0.80
Final Sat.:	1600	6308	92	1600	4800	1600	659	941	1600	1600	320	1280
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.06	0.57	0.04	0.01	0.02	0.01	0.03	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxx
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			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	225	2795	0	0	2575	26	29	0	449	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	227	2823	0	0	2601	26	29	0	453	0	0	0
Added Vol:	0	2	0	0	7	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	2825	0	0	2608	26	29	0	454	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	2825	0	0	2608	26	29	0	454	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2825	0	0	2608	26	29	0	454	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	2825	0	0	2608	26	29	0	454	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	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4752	48	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.00	0.00	0.55	0.55	0.02	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Ovl						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	4	0	0		0	0	2	1	0		1	0	0	0	2		0	0	0	0	0	
Volume Module:																								
Base Vol:	466	2718		0			0	2758		45			50		0	562			0		0		0	
Growth Adj:	1.01	1.01		1.01			1.01	1.01		1.01			1.01		1.01	1.01			1.01		1.01		1.01	
Initial Bse:	471	2745		0			0	2786		45			51		0	568			0		0		0	
Added Vol:	2	11		0			0	5		0			0		0	1			0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0	0			0		0		0	
Initial Fut:	473	2756		0			0	2791		45			51		0	569			0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
PHF Volume:	473	2756		0			0	2791		45			51		0	569			0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0	0			0		0		0	
Reduced Vol:	473	2756		0			0	2791		45			51		0	569			0		0		0	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
FinalVolume:	473	2756		0			0	2791		45			51		0	569			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	4.00		0.00			0.00	2.95		0.05			1.00		0.00	2.00			0.00		0.00		0.00	
Final Sat.:	3200	6400		0			0	4723		77			1600		0	3200			0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.43		0.00			0.00	0.59		0.59			0.03		0.00	0.18			0.00		0.00		0.00	
Crit Moves:	****							****								****								

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	44	2669	7	67	2612	186	196	101	58	9	92	36
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	2696	7	68	2638	188	198	102	59	9	93	36
Added Vol:	0	2	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:	44	2698	7	68	2646	188	198	102	59	9	93	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:	44	2698	7	68	2646	188	198	102	59	9	93	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2698	7	68	2646	188	198	102	59	9	93	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:	44	2698	7	68	2646	188	198	102	59	9	93	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6383	17	1600	4800	1600	3200	1600	1600	1600	1150	450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.04	0.55	0.12	0.06	0.06	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	85	2704	19	114	2959	145	269	87	62	22	119	44
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	2731	19	115	2989	146	272	88	63	22	120	44
Added Vol:	0	14	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	2745	19	115	2994	146	272	88	63	22	120	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2745	19	115	2994	146	272	88	63	22	120	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2745	19	115	2994	146	272	88	63	22	120	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	2745	19	115	2994	146	272	88	63	22	120	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	6356	44	1600	4800	1600	3200	1600	1600	1600	1168	432
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.07	0.62	0.09	0.08	0.05	0.04	0.01	0.10	0.10
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	38	1742	197	603	1544	309	730	381	32	159	340	174
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	38	1759	199	609	1559	312	737	385	32	161	343	176
Added Vol:	0	2	0	0	8	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1761	199	609	1567	312	737	385	32	162	343	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1761	199	609	1567	312	737	385	32	162	343	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1761	199	609	1567	312	737	385	32	162	343	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1761	199	609	1567	312	737	385	32	162	343	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.85	0.16	2.00	3.00	1.00
Final Sat.:	1600	5750	650	3200	4800	1600	4800	2952	248	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.19	0.33	0.20	0.15	0.13	0.13	0.05	0.07	0.11
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	57	1583	197	655	1818	299	633	425	64	291	532	185
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	58	1599	199	662	1836	302	639	429	65	294	537	187
Added Vol:	0	14	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1613	201	662	1841	302	639	429	65	295	537	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1613	201	662	1841	302	639	429	65	295	537	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1613	201	662	1841	302	639	429	65	295	537	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1613	201	662	1841	302	639	429	65	295	537	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:	1.00	3.56	0.44	2.00	3.00	1.00	3.00	1.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	5691	709	3200	4800	1600	4800	2781	419	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.21	0.38	0.19	0.13	0.15	0.15	0.09	0.11	0.12
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	14	1827	50	72	1423	23	21	21	13	37	34	39
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14	1864	51	73	1451	23	21	21	13	38	35	40
Added Vol:	0	3	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1867	51	73	1461	23	21	21	13	38	35	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:	14	1867	51	73	1461	23	21	21	13	38	35	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1867	51	73	1461	23	21	21	13	38	35	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:	14	1867	51	73	1461	23	21	21	13	38	35	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:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.50	1.00	0.52	0.48	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	800	800	1600	834	766	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.03	0.05	0.30	0.01	0.01	0.03	0.01	0.02	0.05	0.02
Crit Moves:		****		****			****				****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	13	1700	44	80	1907	26	20	41	11	51	75	34
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	1734	45	82	1945	27	20	42	11	52	77	35
Added Vol:	0	16	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1750	45	82	1951	27	20	42	11	52	77	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1750	45	82	1951	27	20	42	11	52	77	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1750	45	82	1951	27	20	42	11	52	77	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1750	45	82	1951	27	20	42	11	52	77	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.67	1.00	0.40	0.60	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	525	1075	1600	648	952	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.03	0.05	0.41	0.02	0.01	0.04	0.01	0.03	0.08	0.02
Crit Moves:		****			****			****			****	

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	76	1804	19	114	1311	64	90	95	100	3	70	51
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	1840	19	116	1337	65	92	97	102	3	71	52
Added Vol:	0	3	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1843	19	116	1347	65	92	97	102	3	71	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1843	19	116	1347	65	92	97	102	3	71	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1843	19	116	1347	65	92	97	102	3	71	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1843	19	116	1347	65	92	97	102	3	71	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.86	0.14	0.49	0.51	1.00	1.00	1.00	1.00
Final Sat.:	1600	4750	50	1600	4578	222	778	822	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.07	0.29	0.29	0.06	0.12	0.06	0.00	0.04	0.03
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing (Year 2009) Plus Project
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	1 0 2	1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	67 1551	17		71 1850	54		80	65	105	31	42	90
Growth Adj:	1.02 1.02	1.02		1.02 1.02	1.02		1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	68 1582	17		72 1887	55		82	66	107	32	43	92
Added Vol:	0 16	0		0 6	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	68 1598	17		72 1893	55		82	66	107	32	43	92
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68 1598	17		72 1893	55		82	66	107	32	43	92
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	68 1598	17		72 1893	55		82	66	107	32	43	92
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68 1598	17		72 1893	55		82	66	107	32	43	92
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.97	0.03		1.00 2.92	0.08		0.55	0.45	1.00	1.00	1.00	1.00
Final Sat.:	1600 4748	52		1600 4664	136		883	717	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.34	0.34		0.05 0.41	0.41		0.05	0.09	0.07	0.02	0.03	0.06
Crit Moves:	****			****				****		****		

Existing + Growth (Year 2012) + Approved Projects

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1390	374	72	434	0	0	0	0	32	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1390	374	72	434	0	0	0	0	32	0	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	30	0	0	15	0	0	0	0	0	0	0
Initial Fut:	0	1420	374	72	449	0	0	0	0	32	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	374	72	449	0	0	0	0	32	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	374	72	449	0	0	0	0	32	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1420	374	72	449	0	0	0	0	32	0	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	1.58	0.42	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2533	667	1600	3200	0	0	1600	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.05	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	600	102	76	797	0	0	0	0	448	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	102	76	797	0	0	0	0	448	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	40	0	0	69	0	0	0	0	0	0	0
Initial Fut:	0	640	102	76	866	0	0	0	0	448	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	640	102	76	866	0	0	0	0	448	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	102	76	866	0	0	0	0	448	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	640	102	76	866	0	0	0	0	448	0	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	0.00	0.00	1.00	0.00	1.67	0.00	0.33
Final Sat.:	1600	2760	440	1600	3200	0	0	1600	0	2675	0	525
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.05	0.27	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0			0		0	0			0		0	0			0		0	0			0	
Lanes:	1	1	0	1	0		1	1	1	0	2		2	0	3	0	1		1	0	3	1	0	
Volume Module:																								
Base Vol:	168	266			114		170	165			247		709	1914			211		95	768			155	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.03			1.00		1.00	1.03			1.00	
Initial Bse:	168	266			114		170	165			247		709	1971			211		95	791			155	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
PasserByVol:	1	6			0		0	3			12		24	49			0		0	42			0	
Initial Fut:	169	272			114		170	168			259		733	2020			211		95	833			155	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	169	272			114		170	168			259		733	2020			211		95	833			155	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	169	272			114		170	168			259		733	2020			211		95	833			155	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	169	272			114		170	168			259		733	2020			211		95	833			155	
Saturation Flow Module:																								
Sat/Lane:	1600	1600			1600		1600	1600			1600		1600	1600			1600		1600	1600			1600	
Adjustment:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	1.00	1.38			0.62		1.51	1.49			2.00		2.00	3.00			1.00		1.00	3.37			0.63	
Final Sat.:	1600	2213			987		2414	2386			3200		3200	4800			1600		1600	5396			1004	
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.12			0.12		0.07	0.07			0.08		0.23	0.42			0.13		0.06	0.15			0.15	
Crit Moves:		****					****							****					****					

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	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			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	254	208	78	228	243	710	258	1016	243	226	1910	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	254	216	79	228	257	765	290	1052	246	226	1977	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	216	79	228	257	765	290	1052	246	226	1977	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	216	79	228	257	765	290	1052	246	226	1977	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	216	79	228	257	765	290	1052	246	226	1977	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.39	1.18	0.43	1.41	1.59	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2219	1889	692	2256	2544	3200	3200	4800	1600	1600	5915	485
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.24	0.09	0.22	0.15	0.14	0.33	0.33
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	227	61	18	325	268	346	803	33	57	243	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	4	24	0	5	0	0	30	0	12	15	0
Initial Fut:	8	231	85	18	330	268	346	833	33	69	258	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	231	85	18	330	268	346	833	33	69	258	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	231	85	18	330	268	346	833	33	69	258	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	231	85	18	330	268	346	833	33	69	258	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.43	0.52	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.93	0.07
Final Sat.:	79	2281	840	1600	1600	1600	1600	3078	122	1600	3092	108
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.01	0.21	0.17	0.22	0.27	0.27	0.04	0.08	0.08
Crit Moves:	****				****			****			****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	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:	41	287	86	11	166	316	224	419	22	57	664	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	32	0	2	0	0	40	0	55	69	0
Initial Fut:	41	293	118	11	168	316	224	459	22	112	733	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:	41	293	118	11	168	316	224	459	22	112	733	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	293	118	11	168	316	224	459	22	112	733	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:	41	293	118	11	168	316	224	459	22	112	733	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.30	0.52	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	290	2074	835	1600	1600	1600	1600	3054	146	1600	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.01	0.11	0.20	0.14	0.15	0.15	0.07	0.23	0.23
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	15	20	71	311	41	31	81	264	40	144	145	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	20	71	311	41	31	81	264	40	144	145	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	10	12	9	8	0	0	0	0	15	0	18
Initial Fut:	15	30	83	320	49	31	81	264	40	159	145	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	30	83	320	49	31	81	264	40	159	145	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	30	83	320	49	31	81	264	40	159	145	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	30	83	320	49	31	81	264	40	159	145	378
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	1.60	0.25	0.16	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	533	1067	1600	2560	392	248	1600	2779	421	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.13	0.13	0.13	0.05	0.09	0.10	0.10	0.09	0.24
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	47	98	307	25	75	99	206	24	108	174	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	47	98	307	25	75	99	206	24	108	174	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	14	19	41	16	0	0	0	0	8	0	24
Initial Fut:	27	61	117	348	41	75	99	206	24	116	174	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	61	117	348	41	75	99	206	24	116	174	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	61	117	348	41	75	99	206	24	116	174	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	61	117	348	41	75	99	206	24	116	174	392
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	1.50	0.18	0.32	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	491	1109	1600	2400	283	517	1600	2866	334	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.07	0.15	0.15	0.14	0.06	0.07	0.07	0.07	0.11	0.25
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1414	96	56	1098	368	197	124	199	65	224	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	152	1463	96	56	1162	378	209	124	208	65	225	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1463	96	56	1162	378	209	124	208	65	225	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1463	96	56	1162	378	209	124	208	65	225	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1463	96	56	1162	378	209	124	208	65	225	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2846	354
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.06	0.04	0.24	0.24	0.07	0.08	0.13	0.04	0.08	0.08
Crit Moves:		****		****					****	****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1251	55	48	1558	205	293	135	187	121	178	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	143	1320	55	48	1620	211	312	135	228	121	178	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1320	55	48	1620	211	312	135	228	121	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1320	55	48	1620	211	312	135	228	121	178	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1320	55	48	1620	211	312	135	228	121	178	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2637	563
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.03	0.03	0.34	0.13	0.10	0.08	0.14	0.08	0.07	0.07
Crit Moves:	****				****				****	****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	383	0	288	0	2144	188	0	836	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	400	0	323	0	2156	192	0	878	349
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	400	0	323	0	2156	0	0	878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	323	0	2156	0	0	878	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	400	0	323	0	2156	0	0	878	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.20	0.00	0.67	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	586	0	393	0	1299	159	0	1878	487
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	630	0	412	0	1375	166	0	1904	487
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	630	0	412	0	1375	0	0	1904	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	630	0	412	0	1375	0	0	1904	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	630	0	412	0	1375	0	0	1904	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.26	0.00	0.43	0.00	0.00	0.40	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1278		23	312	931	0	0	0	0	6	0	327
Growth Adj:	1.00 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 1278		23	312	931	0	0	0	0	6	0	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	22	0	0	7	0	0	0	0	0	0	0
Initial Fut:	0 1300		23	312	938	0	0	0	0	6	0	327
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1300		23	312	938	0	0	0	0	6	0	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 1300		23	312	938	0	0	0	0	6	0	327
PCE Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1300		23	312	938	0	0	0	0	6	0	327
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.27		0.01	0.10	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1322	26	466	1384	0	0	0	0	23	0	411
Growth Adj:	1.00	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	1322	26	466	1384	0	0	0	0	23	0	411
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	14	0	0	35	0	0	0	0	0	0	0
Initial Fut:	0	1336	26	466	1419	0	0	0	0	23	0	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1336	26	466	1419	0	0	0	0	23	0	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1336	26	466	1419	0	0	0	0	23	0	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1336	26	466	1419	0	0	0	0	23	0	411
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.02	0.15	0.30	0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0	1	1 0 1
Volume Module:												
Base Vol:	12	889	11	51	701	105	283	16	7	33	22	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	889	11	51	701	105	283	16	7	33	22	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	0	0	3	0	1	0	0	0	0	0
Initial Fut:	12	895	11	51	704	105	284	16	7	33	22	65
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:	12	895	11	51	704	105	284	16	0	33	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	895	11	51	704	105	284	16	0	33	22	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:	12	895	11	51	704	105	284	16	0	33	22	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	1.89	0.11	1.00	1.00	1.00	1.00
Final Sat.:	1600	3161	39	1600	2785	415	3029	171	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.25	0.25	0.09	0.09	0.00	0.02	0.01	0.00
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxx
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			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	46	862	16	73	1006	256	182	24	27	19	36	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	862	16	73	1006	256	182	24	27	19	36	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	8	0	0	14	0	0	0	0	0	0	0
Initial Fut:	46	870	16	73	1020	256	182	24	27	19	36	108
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:	46	870	16	73	1020	256	182	24	0	19	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	870	16	73	1020	256	182	24	0	19	36	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:	46	870	16	73	1020	256	182	24	0	19	36	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.60	0.40	1.77	0.23	1.00	0.69	1.31	1.00
Final Sat.:	1600	3142	58	1600	2558	642	2827	373	1600	1105	2095	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.05	0.40	0.40	0.06	0.06	0.00	0.01	0.02	0.00
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	1		0	1	0	0	1		1	0	1	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	0	0	1				77	4	304				312	1893			4		17	1124			67	
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.03			1.00		1.00	1.03			1.00	
Initial Bse:	0	0	1				77	4	304				312	1950			4		17	1158			67	
Added Vol:	0	0	0				0	0	0				0	0			0		0	0			0	
PasserByVol:	0	0	0				2	0	0				0	103			0		0	92			1	
Initial Fut:	0	0	1				79	4	304				312	2053			4		17	1250			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:	0	0	1				79	4	304				312	2053			4		17	1250			68	
Reduct Vol:	0	0	0				0	0	0				0	0			0		0	0			0	
Reduced Vol:	0	0	1				79	4	304				312	2053			4		17	1250			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:	0	0	1				79	4	304				312	2053			4		17	1250			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:	0.00	0.00	1.00				0.95	0.05	1.00				1.00	2.00			0.00		1.00	3.00			1.00	
Final Sat.:	0	0	1600				1523	77	1600				1600	3194			6		1600	4800			1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.05	0.05	0.19				0.20	0.64			0.64		0.01	0.26			0.04	
Crit Moves:	****								****					****					****					

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	10	11	2	98	2	404	244	1414	5	11	2220	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	404	244	1552	5	11	2359	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	2	100	2	404	244	1552	5	11	2359	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	244	1552	5	11	2359	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	11	2	100	2	404	244	1552	5	11	2359	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1569	31	1600	1600	3190	10	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.49	0.49	0.01	0.49	0.05
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	33	1	14	42	2052	1	0	1257	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	14	42	2160	1	0	1350	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2160	1	0	1350	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2160	1	0	1350	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2160	1	0	1350	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	2.00	0.00	0.00	2.92	0.08
Final Sat.:	0	1600	0	1100	33	467	1600	3199	1	0	4679	121
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.68	0.68	0.00	0.29	0.29
Crit Moves:					****			****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	1	2	55	0	27	94	1417	20	0	2297	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	27	94	1557	20	0	2440	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1557	20	0	2440	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1557	20	0	2440	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1557	20	0	2440	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	0.00	2.94	0.06
Final Sat.:	0	533	1067	1073	0	527	1600	3159	41	0	4700	100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.49	0.49	0.00	0.52	0.52
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	28	2938	20	152	2588	525	790	218	5	33	168	240
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29	3056	21	158	2692	546	822	227	5	34	175	250
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:	29	3056	21	158	2692	546	822	227	5	34	175	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	3056	21	158	2692	546	822	227	5	34	175	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3056	21	158	2692	546	822	227	5	34	175	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	3056	21	158	2692	546	822	227	5	34	175	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600	6357	43	1600	4800	1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.10	0.56	0.34	0.17	0.14	0.00	0.02	0.05	0.08
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	72	2436	29	189	2700	784	807	210	20	66	332	208
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	75	2533	30	197	2808	815	839	218	21	69	345	216
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	2533	30	197	2808	815	839	218	21	69	345	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2533	30	197	2808	815	839	218	21	69	345	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2533	30	197	2808	815	839	218	21	69	345	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	2533	30	197	2808	815	839	218	21	69	345	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.46	1.54
Final Sat.:	1600	6325	75	1600	4800	1600	4800	1600	1600	1600	3935	2465
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.12	0.59	0.51	0.17	0.14	0.01	0.04	0.09	0.09
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	3	2765	35	65	2579	12	3	11	2	25	6	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	2876	36	68	2682	12	3	11	2	26	6	163
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:	3	2876	36	68	2682	12	3	11	2	26	6	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	2876	36	68	2682	12	3	11	2	26	6	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2876	36	68	2682	12	3	11	2	26	6	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2876	36	68	2682	12	3	11	2	26	6	163
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.21	0.79	1.00	1.00	0.04	0.96
Final Sat.:	1600	6320	80	1600	4800	1600	343	1257	1600	1600	59	1541
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.04	0.56	0.01	0.00	0.01	0.00	0.02	0.11	0.11
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	27	2540	37	96	2689	59	14	20	12	40	25	100
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28	2642	38	100	2797	61	15	21	12	42	26	104
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:	28	2642	38	100	2797	61	15	21	12	42	26	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	2642	38	100	2797	61	15	21	12	42	26	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2642	38	100	2797	61	15	21	12	42	26	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	2642	38	100	2797	61	15	21	12	42	26	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.94	0.06	1.00	3.00	1.00	0.41	0.59	1.00	1.00	0.20	0.80
Final Sat.:	1600	6308	92	1600	4800	1600	659	941	1600	1600	320	1280
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.06	0.58	0.04	0.01	0.02	0.01	0.03	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	225	2795	0	0	2575	26	29	0	449	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	234	2907	0	0	2678	27	30	0	467	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:	234	2907	0	0	2678	27	30	0	467	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	2907	0	0	2678	27	30	0	467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	2907	0	0	2678	27	30	0	467	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	2907	0	0	2678	27	30	0	467	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	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4752	48	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.00	0.00	0.56	0.56	0.02	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	466	2718	0	0	2758	45	50	0	562	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	485	2827	0	0	2868	47	52	0	584	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:	485	2827	0	0	2868	47	52	0	584	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	2827	0	0	2868	47	52	0	584	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	2827	0	0	2868	47	52	0	584	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	2827	0	0	2868	47	52	0	584	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	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4723	77	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.44	0.00	0.00	0.61	0.61	0.03	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	44	2669	7	67	2612	186	196	101	58	9	92	36
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	2776	7	70	2716	193	204	105	60	9	96	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:	46	2776	7	70	2716	193	204	105	60	9	96	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:	46	2776	7	70	2716	193	204	105	60	9	96	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2776	7	70	2716	193	204	105	60	9	96	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:	46	2776	7	70	2716	193	204	105	60	9	96	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:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6383	17	1600	4800	1600	3200	1600	1600	1600	1150	450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.04	0.57	0.12	0.06	0.07	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	85	2704	19	114	2959	145	269	87	62	22	119	44
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	88	2812	20	119	3077	151	280	90	64	23	124	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:	88	2812	20	119	3077	151	280	90	64	23	124	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:	88	2812	20	119	3077	151	280	90	64	23	124	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2812	20	119	3077	151	280	90	64	23	124	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:	88	2812	20	119	3077	151	280	90	64	23	124	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	3.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	6355	45	1600	4800	1600	3200	1600	1600	1600	1168	432
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.07	0.64	0.09	0.09	0.06	0.04	0.01	0.11	0.11
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	38	1742	197	603	1544	309	730	381	32	159	340	174
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	40	1812	205	627	1606	321	759	396	33	165	354	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:	40	1812	205	627	1606	321	759	396	33	165	354	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1812	205	627	1606	321	759	396	33	165	354	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1812	205	627	1606	321	759	396	33	165	354	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1812	205	627	1606	321	759	396	33	165	354	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	3.59	0.41	2.00	3.00	1.00	3.00	1.85	0.16	2.00	3.00	1.00
Final Sat.:	1600	5750	650	3200	4800	1600	4800	2952	248	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.20	0.33	0.20	0.16	0.13	0.13	0.05	0.07	0.11
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	57	1583	197	655	1818	299	633	425	64	291	532	185
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	1646	205	681	1891	311	658	442	67	303	553	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1646	205	681	1891	311	658	442	67	303	553	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1646	205	681	1891	311	658	442	67	303	553	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1646	205	681	1891	311	658	442	67	303	553	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1646	205	681	1891	311	658	442	67	303	553	192
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.56	0.44	2.00	3.00	1.00	3.00	1.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	5692	708	3200	4800	1600	4800	2781	419	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.21	0.39	0.19	0.14	0.16	0.16	0.09	0.12	0.12
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	1827	50	72	1423	23	21	21	13	37	34	39
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	1918	53	76	1494	24	22	22	14	39	36	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:	15	1918	53	76	1494	24	22	22	14	39	36	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:	15	1918	53	76	1494	24	22	22	14	39	36	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1918	53	76	1494	24	22	22	14	39	36	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:	15	1918	53	76	1494	24	22	22	14	39	36	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:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.50	1.00	0.52	0.48	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	800	800	1600	834	766	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.03	0.05	0.31	0.02	0.01	0.03	0.01	0.02	0.05	0.03
Crit Moves:		****			****			****			****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	13	1700	44	80	1907	26	20	41	11	51	75	34
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	1785	46	84	2002	27	21	43	12	54	79	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:	14	1785	46	84	2002	27	21	43	12	54	79	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:	14	1785	46	84	2002	27	21	43	12	54	79	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1785	46	84	2002	27	21	43	12	54	79	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:	14	1785	46	84	2002	27	21	43	12	54	79	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.67	1.00	0.40	0.60	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	525	1075	1600	648	952	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.03	0.05	0.42	0.02	0.01	0.04	0.01	0.03	0.08	0.02
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	76	1804	19	114	1311	64	90	95	100	3	70	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1894	20	120	1377	67	95	100	105	3	74	54
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:	80	1894	20	120	1377	67	95	100	105	3	74	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1894	20	120	1377	67	95	100	105	3	74	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1894	20	120	1377	67	95	100	105	3	74	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1894	20	120	1377	67	95	100	105	3	74	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.86	0.14	0.49	0.51	1.00	1.00	1.00	1.00
Final Sat.:	1600	4750	50	1600	4577	223	778	822	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.07	0.30	0.30	0.06	0.12	0.07	0.00	0.05	0.03
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	1 0	2	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	67	1551	17	71	1850	54	80	65	105	31	42	90
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	70	1629	18	75	1943	57	84	68	110	33	44	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:	70	1629	18	75	1943	57	84	68	110	33	44	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1629	18	75	1943	57	84	68	110	33	44	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1629	18	75	1943	57	84	68	110	33	44	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1629	18	75	1943	57	84	68	110	33	44	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	2.97	0.03	1.00	2.91	0.09	0.55	0.45	1.00	1.00	1.00	1.00
Final Sat.:	1600	4748	52	1600	4664	136	883	717	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.05	0.42	0.42	0.05	0.10	0.07	0.02	0.03	0.06
Crit Moves:	****				****			****		****		

Existing + Growth (Year 2012) + Approved Projects + Project

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	1390	374	72	434	0	0	0	0	32	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1390	374	72	434	0	0	0	0	32	0	55
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	30	0	0	15	0	0	0	0	0	0	0
Initial Fut:	0	1420	375	72	449	0	0	0	0	32	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	375	72	449	0	0	0	0	32	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	375	72	449	0	0	0	0	32	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1420	375	72	449	0	0	0	0	32	0	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	1.58	0.42	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2531	669	1600	3200	0	0	1600	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.05	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	600	102	76	797	0	0	0	0	448	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	102	76	797	0	0	0	0	448	0	88
Added Vol:	0	0	1	0	0	0	0	0	0	2	0	0
PasserByVol:	0	40	0	0	69	0	0	0	0	0	0	0
Initial Fut:	0	640	103	76	866	0	0	0	0	450	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	640	103	76	866	0	0	0	0	450	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	103	76	866	0	0	0	0	450	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	640	103	76	866	0	0	0	0	450	0	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	2.00	0.00	0.00	1.00	0.00	1.67	0.00	0.33
Final Sat.:	1600	2756	444	1600	3200	0	0	1600	0	2677	0	523
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.05	0.27	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	168	266	114	170	165	247	709	1971	211	95	791	155
Added Vol:	0	1	0	0	0	0	0	6	0	0	2	0
PasserByVol:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	169	273	114	170	168	259	733	2026	211	95	835	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	273	114	170	168	259	733	2026	211	95	835	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	273	114	170	168	259	733	2026	211	95	835	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	273	114	170	168	259	733	2026	211	95	835	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.37	0.63
Final Sat.:	1600	2214	986	2414	2386	3200	3200	4800	1600	1600	5398	1002
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.07	0.07	0.08	0.23	0.42	0.13	0.06	0.15	0.15
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	254	208	78	228	243	710	258	1016	243	226	1910	162
Added Vol:	0	1	0	0	2	0	0	4	0	0	9	0
PasserByVol:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	254	217	79	228	259	765	290	1056	246	226	1986	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	217	79	228	259	765	290	1056	246	226	1986	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	217	79	228	259	765	290	1056	246	226	1986	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	217	79	228	259	765	290	1056	246	226	1986	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.38	1.18	0.43	1.40	1.60	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2216	1894	690	2247	2553	3200	3200	4800	1600	1600	5917	483
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.24	0.09	0.22	0.15	0.14	0.34	0.34
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	227	61	18	325	268	346	803	33	57	243	9
Added Vol:	0	1	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	4	24	0	5	0	0	30	0	12	15	0
Initial Fut:	8	232	85	18	334	268	346	833	33	69	258	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	232	85	18	334	268	346	833	33	69	258	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	232	85	18	334	268	346	833	33	69	258	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	232	85	18	334	268	346	833	33	69	258	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.43	0.52	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.93	0.07
Final Sat.:	79	2284	837	1600	1600	1600	1600	3078	122	1600	3092	108
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.01	0.21	0.17	0.22	0.27	0.27	0.04	0.08	0.08
Crit Moves:	****				****			****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	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:	41	287	86	11	166	316	224	419	22	57	664	11
Added Vol:	0	7	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	6	32	0	2	0	0	40	0	55	69	0
Initial Fut:	41	300	118	11	171	316	224	459	22	112	733	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:	41	300	118	11	171	316	224	459	22	112	733	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	300	118	11	171	316	224	459	22	112	733	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:	41	300	118	11	171	316	224	459	22	112	733	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.31	0.51	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	286	2092	823	1600	1600	1600	1600	3054	146	1600	3153	47
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.01	0.11	0.20	0.14	0.15	0.15	0.07	0.23	0.23
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	15	20	71	311	41	31	81	264	40	144	145	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	20	71	311	41	31	81	264	40	144	145	360
Added Vol:	0	0	0	4	0	0	0	1	0	0	0	1
PasserByVol:	0	10	12	9	8	0	0	0	0	15	0	18
Initial Fut:	15	30	83	324	49	31	81	265	40	159	145	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	30	83	324	49	31	81	265	40	159	145	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	30	83	324	49	31	81	265	40	159	145	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	30	83	324	49	31	81	265	40	159	145	379
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	1.60	0.24	0.15	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	533	1067	1600	2566	388	246	1600	2780	420	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.13	0.13	0.13	0.05	0.10	0.10	0.10	0.09	0.24
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	47	98	307	25	75	99	206	24	108	174	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	47	98	307	25	75	99	206	24	108	174	368
Added Vol:	0	0	0	3	0	0	0	1	0	0	2	7
PasserByVol:	0	14	19	41	16	0	0	0	0	8	0	24
Initial Fut:	27	61	117	351	41	75	99	207	24	116	176	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	61	117	351	41	75	99	207	24	116	176	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	61	117	351	41	75	99	207	24	116	176	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	61	117	351	41	75	99	207	24	116	176	399
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	1.50	0.18	0.32	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	491	1109	1600	2405	281	514	1600	2868	332	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.07	0.15	0.15	0.15	0.06	0.07	0.07	0.07	0.11	0.25
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1414	96	56	1098	368	197	124	199	65	224	28
Added Vol:	0	0	7	10	0	0	0	6	0	2	2	3
PasserByVol:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	152	1463	103	66	1162	378	209	130	208	67	227	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1463	103	66	1162	378	209	130	208	67	227	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1463	103	66	1162	378	209	130	208	67	227	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1463	103	66	1162	378	209	130	208	67	227	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2816	384
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.06	0.04	0.24	0.24	0.07	0.08	0.13	0.04	0.08	0.08
Crit Moves:		****		****					****	****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	2 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1251	55	48	1558	205	293	135	187	121	178	38
Added Vol:	0	0	5	6	0	0	0	4	0	11	9	16
PasserByVol:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	143	1320	60	54	1620	211	312	139	228	132	187	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1320	60	54	1620	211	312	139	228	132	187	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1320	60	54	1620	211	312	139	228	132	187	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1320	60	54	1620	211	312	139	228	132	187	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.55	0.45
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2483	717
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.04	0.03	0.34	0.13	0.10	0.09	0.14	0.08	0.08	0.08
Crit Moves:	****				****				****	****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	383	0	288	0	2144	188	0	836	349
Added Vol:	0	0	0	2	0	0	0	6	0	0	2	0
PasserByVol:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	402	0	323	0	2162	192	0	880	349
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	402	0	323	0	2162	0	0	880	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	402	0	323	0	2162	0	0	880	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	402	0	323	0	2162	0	0	880	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.20	0.00	0.68	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	586	0	393	0	1299	159	0	1878	487
Added Vol:	0	0	0	9	0	0	0	4	0	0	9	0
PasserByVol:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	639	0	412	0	1379	166	0	1913	487
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	639	0	412	0	1379	0	0	1913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	639	0	412	0	1379	0	0	1913	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	639	0	412	0	1379	0	0	1913	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.26	0.00	0.43	0.00	0.00	0.40	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1278		23	312	931	0	0	0	0	6	0	327
Growth Adj:	1.00 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 1278		23	312	931	0	0	0	0	6	0	327
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	22	0	0	7	0	0	0	0	0	0	0
Initial Fut:	0 1301		23	312	938	0	0	0	0	6	0	327
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1301		23	312	938	0	0	0	0	6	0	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 1301		23	312	938	0	0	0	0	6	0	327
PCE Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1301		23	312	938	0	0	0	0	6	0	327
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.27		0.01	0.10	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1322		26	466 1384		0	0	0	0	23	0	411
Growth Adj:	1.00 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 1322		26	466 1384		0	0	0	0	23	0	411
Added Vol:	0 1		0	0 2		0	0	0	0	0	0	0
PasserByVol:	0 14		0	0 35		0	0	0	0	0	0	0
Initial Fut:	0 1337		26	466 1421		0	0	0	0	23	0	411
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1337		26	466 1421		0	0	0	0	23	0	411
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	0 1337		26	466 1421		0	0	0	0	23	0	411
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1337		26	466 1421		0	0	0	0	23	0	411
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00 3.00		0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200 4800		0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.28		0.02	0.15 0.30		0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	12	889	11	51	701	105	283	16	7	33	22	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	889	11	51	701	105	283	16	7	33	22	65
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	0	0	3	0	1	0	0	0	0	0
Initial Fut:	12	896	11	51	704	105	284	16	7	33	22	65
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:	12	896	11	51	704	105	284	16	0	33	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	896	11	51	704	105	284	16	0	33	22	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:	12	896	11	51	704	105	284	16	0	33	22	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	1.89	0.11	1.00	1.00	1.00	1.00
Final Sat.:	1600	3161	39	1600	2785	415	3029	171	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.25	0.25	0.09	0.09	0.00	0.02	0.01	0.00
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	46	862	16	73	1006	256	182	24	27	19	36	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	862	16	73	1006	256	182	24	27	19	36	108
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	8	0	0	14	0	0	0	0	0	0	0
Initial Fut:	46	871	16	73	1022	256	182	24	27	19	36	108
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:	46	871	16	73	1022	256	182	24	0	19	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	871	16	73	1022	256	182	24	0	19	36	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:	46	871	16	73	1022	256	182	24	0	19	36	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.60	0.40	1.77	0.23	1.00	0.69	1.31	1.00
Final Sat.:	1600	3142	58	1600	2559	641	2827	373	1600	1105	2095	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.05	0.40	0.40	0.06	0.06	0.00	0.01	0.02	0.00
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1	0 1	0	1	1 0	1	0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	1	77	4	304	312	1950	4	17	1158	67
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	0
PasserByVol:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	304	312	2055	4	17	1256	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:	0	0	1	79	4	304	312	2055	4	17	1256	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	312	2055	4	17	1256	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:	0	0	1	79	4	304	312	2055	4	17	1256	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:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1600	1523	77	1600	1600	3194	6	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.64	0.64	0.01	0.26	0.04
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	10	11	2	98	2	404	244	1414	5	11	2220	70
Added Vol:	0	0	0	0	0	0	0	9	0	0	4	0
PasserByVol:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	404	244	1561	5	11	2363	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	2	100	2	404	244	1561	5	11	2363	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	244	1561	5	11	2363	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	11	2	100	2	404	244	1561	5	11	2363	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1569	31	1600	1600	3190	10	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.49	0.49	0.01	0.49	0.05
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	33	1	14	42	2052	1	0	1257	35
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	14	42	2162	1	0	1356	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2162	1	0	1356	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2162	1	0	1356	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2162	1	0	1356	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	2.00	0.00	0.00	2.92	0.08
Final Sat.:	0	1600	0	1100	33	467	1600	3199	1	0	4679	121
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.68	0.68	0.00	0.29	0.29
Crit Moves:					****			****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	1	2	55	0	27	94	1417	20	0	2297	52
Added Vol:	0	0	0	0	0	0	0	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	27	94	1566	20	0	2444	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1566	20	0	2444	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1566	20	0	2444	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1566	20	0	2444	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	0.00	2.94	0.06
Final Sat.:	0	533	1067	1073	0	527	1600	3160	40	0	4700	100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.50	0.50	0.00	0.52	0.52
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 2	1	1	2 1 1	0	1	1 0 2	1	1
Volume Module:												
Base Vol:	28 2938		20	152 2588		525	790	218	5	33	168	240
Growth Adj:	1.04 1.04		1.04	1.04 1.04		1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29 3056		21	158 2692		546	822	227	5	34	175	250
Added Vol:	0 2		0	0 7		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	29 3058		21	158 2699		546	822	227	5	34	175	250
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29 3058		21	158 2699		546	822	227	5	34	175	250
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	29 3058		21	158 2699		546	822	227	5	34	175	250
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29 3058		21	158 2699		546	822	227	5	34	175	250
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.97		0.03	1.00 3.00		1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600 6357		43	1600 4800		1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02 0.48		0.48	0.10 0.56		0.34	0.17	0.14	0.00	0.02	0.05	0.08
Crit Moves:	****			****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 2	1	1	2 1 1	0	1	1 0 2	1	1
Volume Module:												
Base Vol:	72 2436		29	189 2700		784	807	210	20	66	332	208
Growth Adj:	1.04 1.04		1.04	1.04 1.04		1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	75 2533		30	197 2808		815	839	218	21	69	345	216
Added Vol:	0 11		0	0 5		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	75 2544		30	197 2813		815	839	218	21	69	345	216
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 2544		30	197 2813		815	839	218	21	69	345	216
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	75 2544		30	197 2813		815	839	218	21	69	345	216
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75 2544		30	197 2813		815	839	218	21	69	345	216
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.95		0.05	1.00 3.00		1.00	3.00	1.00	1.00	1.00	2.46	1.54
Final Sat.:	1600 6325		75	1600 4800		1600	4800	1600	1600	1600	3935	2465
Capacity Analysis Module:												
Vol/Sat:	0.05 0.40		0.40	0.12 0.59		0.51	0.17	0.14	0.01	0.04	0.09	0.09
Crit Moves:	****			****			****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	3	2765	35	65	2579	12	3	11	2	25	6	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	2876	36	68	2682	12	3	11	2	26	6	163
Added Vol:	0	2	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2878	36	68	2689	12	3	11	2	26	6	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	2878	36	68	2689	12	3	11	2	26	6	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2878	36	68	2689	12	3	11	2	26	6	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2878	36	68	2689	12	3	11	2	26	6	163
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.21	0.79	1.00	1.00	0.04	0.96
Final Sat.:	1600	6320	80	1600	4800	1600	343	1257	1600	1600	59	1541
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.04	0.56	0.01	0.00	0.01	0.00	0.02	0.11	0.11
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	27	2540	37	96	2689	59	14	20	12	40	25	100
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28	2642	38	100	2797	61	15	21	12	42	26	104
Added Vol:	0	11	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2653	38	100	2802	61	15	21	12	42	26	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	2653	38	100	2802	61	15	21	12	42	26	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2653	38	100	2802	61	15	21	12	42	26	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	2653	38	100	2802	61	15	21	12	42	26	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.94	0.06	1.00	3.00	1.00	0.41	0.59	1.00	1.00	0.20	0.80
Final Sat.:	1600	6308	92	1600	4800	1600	659	941	1600	1600	320	1280
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.06	0.58	0.04	0.01	0.02	0.01	0.03	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0	0	0	0 2	1 0	1	0 0	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	225	2795	0	0	2575	26	29	0	449	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	234	2907	0	0	2678	27	30	0	467	0	0	0
Added Vol:	0	2	0	0	7	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	2909	0	0	2685	27	30	0	468	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	2909	0	0	2685	27	30	0	468	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	2909	0	0	2685	27	30	0	468	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	2909	0	0	2685	27	30	0	468	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	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4752	48	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.00	0.00	0.57	0.57	0.02	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	466	2718	0	0	2758	45	50	0	562	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	485	2827	0	0	2868	47	52	0	584	0	0	0
Added Vol:	2	11	0	0	5	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	2838	0	0	2873	47	52	0	585	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	2838	0	0	2873	47	52	0	585	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	2838	0	0	2873	47	52	0	585	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	2838	0	0	2873	47	52	0	585	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	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4723	77	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.44	0.00	0.00	0.61	0.61	0.03	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	44	2669	7	67	2612	186	196	101	58	9	92	36
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	2776	7	70	2716	193	204	105	60	9	96	37
Added Vol:	0	2	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:	46	2778	7	70	2724	193	204	105	60	9	96	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:	46	2778	7	70	2724	193	204	105	60	9	96	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2778	7	70	2724	193	204	105	60	9	96	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:	46	2778	7	70	2724	193	204	105	60	9	96	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:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6383	17	1600	4800	1600	3200	1600	1600	1600	1150	450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.04	0.57	0.12	0.06	0.07	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	85	2704	19	114	2959	145	269	87	62	22	119	44
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	88	2812	20	119	3077	151	280	90	64	23	124	46
Added Vol:	0	14	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2826	20	119	3082	151	280	90	64	23	124	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:	88	2826	20	119	3082	151	280	90	64	23	124	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2826	20	119	3082	151	280	90	64	23	124	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:	88	2826	20	119	3082	151	280	90	64	23	124	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	3.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	6356	44	1600	4800	1600	3200	1600	1600	1600	1168	432
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.07	0.64	0.09	0.09	0.06	0.04	0.01	0.11	0.11
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	38	1742	197	603	1544	309	730	381	32	159	340	174
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	40	1812	205	627	1606	321	759	396	33	165	354	181
Added Vol:	0	2	0	0	8	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1814	205	627	1614	321	759	396	33	166	354	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1814	205	627	1614	321	759	396	33	166	354	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1814	205	627	1614	321	759	396	33	166	354	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1814	205	627	1614	321	759	396	33	166	354	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	3.59	0.41	2.00	3.00	1.00	3.00	1.85	0.16	2.00	3.00	1.00
Final Sat.:	1600	5750	650	3200	4800	1600	4800	2952	248	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.20	0.34	0.20	0.16	0.13	0.13	0.05	0.07	0.11
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	3 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	57	1583	197	655	1818	299	633	425	64	291	532	185
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	1646	205	681	1891	311	658	442	67	303	553	192
Added Vol:	0	14	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1660	207	681	1896	311	658	442	67	304	553	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1660	207	681	1896	311	658	442	67	304	553	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1660	207	681	1896	311	658	442	67	304	553	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1660	207	681	1896	311	658	442	67	304	553	192
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.56	0.44	2.00	3.00	1.00	3.00	1.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	5691	709	3200	4800	1600	4800	2781	419	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.21	0.39	0.19	0.14	0.16	0.16	0.09	0.12	0.12
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	1827	50	72	1423	23	21	21	13	37	34	39
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	1918	53	76	1494	24	22	22	14	39	36	41
Added Vol:	0	3	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1921	53	76	1504	24	22	22	14	39	36	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:	15	1921	53	76	1504	24	22	22	14	39	36	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1921	53	76	1504	24	22	22	14	39	36	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:	15	1921	53	76	1504	24	22	22	14	39	36	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:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.50	1.00	0.52	0.48	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	800	800	1600	834	766	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.03	0.05	0.31	0.02	0.01	0.03	0.01	0.02	0.05	0.03
Crit Moves:		****		****			****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	13	1700	44	80	1907	26	20	41	11	51	75	34
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	1785	46	84	2002	27	21	43	12	54	79	36
Added Vol:	0	16	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1801	46	84	2008	27	21	43	12	54	79	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:	14	1801	46	84	2008	27	21	43	12	54	79	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1801	46	84	2008	27	21	43	12	54	79	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:	14	1801	46	84	2008	27	21	43	12	54	79	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.67	1.00	0.40	0.60	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	525	1075	1600	648	952	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.03	0.05	0.42	0.02	0.01	0.04	0.01	0.03	0.08	0.02
Crit Moves:		****		****			****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	1 0	2	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	76	1804	19	114	1311	64	90	95	100	3	70	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1894	20	120	1377	67	95	100	105	3	74	54
Added Vol:	0	3	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1897	20	120	1387	67	95	100	105	3	74	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1897	20	120	1387	67	95	100	105	3	74	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1897	20	120	1387	67	95	100	105	3	74	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1897	20	120	1387	67	95	100	105	3	74	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.86	0.14	0.49	0.51	1.00	1.00	1.00	1.00
Final Sat.:	1600	4750	50	1600	4578	222	778	822	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.07	0.30	0.30	0.06	0.12	0.07	0.00	0.05	0.03
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Project
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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	1	0		1	0	2	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	67	1551		17			71	1850		54			80		65		105		31		42		90	
Growth Adj:	1.05	1.05		1.05			1.05	1.05		1.05			1.05		1.05		1.05		1.05		1.05		1.05	
Initial Bse:	70	1629		18			75	1943		57			84		68		110		33		44		95	
Added Vol:	0	16		0			0	6		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	70	1645		18			75	1949		57			84		68		110		33		44		95	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	70	1645		18			75	1949		57			84		68		110		33		44		95	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	70	1645		18			75	1949		57			84		68		110		33		44		95	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	70	1645		18			75	1949		57			84		68		110		33		44		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	2.97		0.03			1.00	2.92		0.08			0.55		0.45		1.00		1.00		1.00		1.00	
Final Sat.:	1600	4748		52			1600	4664		136			883		717		1600		1600		1600		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.35		0.35			0.05	0.42		0.42			0.05		0.10		0.07		0.02		0.03		0.06	
Crit Moves:	****							****							****					****				

Existing + Growth (Year 2012) + Approved Projects
+ Cumulative Projects

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1390	374	72	434	0	0	0	0	32	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1390	374	72	434	0	0	0	0	32	0	55
Added Vol:	0	-8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	30	0	0	15	0	0	0	0	0	0	0
Initial Fut:	0	1412	374	72	470	0	0	0	0	32	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1412	374	72	470	0	0	0	0	32	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1412	374	72	470	0	0	0	0	32	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1412	374	72	470	0	0	0	0	32	0	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	1.58	0.42	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2530	670	1600	3200	0	0	1600	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.05	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	600	102	76	797	0	0	0	0	448	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	102	76	797	0	0	0	0	448	0	88
Added Vol:	0	23	0	0	-4	0	0	0	0	0	0	0
PasserByVol:	0	40	0	0	69	0	0	0	0	0	0	0
Initial Fut:	0	663	102	76	862	0	0	0	0	448	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	663	102	76	862	0	0	0	0	448	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	102	76	862	0	0	0	0	448	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	663	102	76	862	0	0	0	0	448	0	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	0.00	0.00	1.00	0.00	1.67	0.00	0.33
Final Sat.:	1600	2773	427	1600	3200	0	0	1600	0	2675	0	525
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.05	0.27	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	168	266	114	170	165	247	709	1971	211	95	791	155
Added Vol:	7	-2	0	6	4	11	-3	54	24	0	109	-3
PasserByVol:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	176	270	114	176	172	270	730	2074	235	95	942	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	270	114	176	172	270	730	2074	235	95	942	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	270	114	176	172	270	730	2074	235	95	942	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	270	114	176	172	270	730	2074	235	95	942	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.44	0.56
Final Sat.:	1600	2224	976	2428	2372	3200	3200	4800	1600	1600	5511	889
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.07	0.07	0.08	0.23	0.43	0.15	0.06	0.17	0.17
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): 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			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	254	208	78	228	243	710	258	1016	243	226	1910	162
Added Vol:	27	4	0	-2	-1	-1	12	122	16	0	92	6
PasserByVol:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	281	220	79	226	256	764	302	1174	262	226	2069	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	220	79	226	256	764	302	1174	262	226	2069	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	220	79	226	256	764	302	1174	262	226	2069	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	220	79	226	256	764	302	1174	262	226	2069	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	1.14	0.41	1.41	1.59	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2326	1821	654	2251	2549	3200	3200	4800	1600	1600	5919	481
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.10	0.10	0.24	0.09	0.24	0.16	0.14	0.35	0.35
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	227	61	18	325	268	346	803	33	57	243	9
Added Vol:	0	0	0	0	0	0	0	-8	0	0	21	0
PasserByVol:	0	4	24	0	5	0	0	30	0	12	15	0
Initial Fut:	8	231	85	18	330	268	346	825	33	69	279	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	231	85	18	330	268	346	825	33	69	279	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	231	85	18	330	268	346	825	33	69	279	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	231	85	18	330	268	346	825	33	69	279	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.43	0.52	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.94	0.06
Final Sat.:	79	2281	840	1600	1600	1600	1600	3077	123	1600	3100	100
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.01	0.21	0.17	0.22	0.27	0.27	0.04	0.09	0.09
Crit Moves:	****				****			****			****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	41	287	86		11	166	316		224	419	22		57	664	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:	41	287	86		11	166	316		224	419	22		57	664	11	
Added Vol:	0	0	0		0	0	0		0	23	0		0	-4	0	
PasserByVol:	0	6	32		0	2	0		0	40	0		55	69	0	
Initial Fut:	41	293	118		11	168	316		224	482	22		112	729	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:	41	293	118		11	168	316		224	482	22		112	729	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	293	118		11	168	316		224	482	22		112	729	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:	41	293	118		11	168	316		224	482	22		112	729	11	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.18	1.30	0.52		1.00	1.00	1.00		1.00	1.91	0.09		1.00	1.97	0.03	
Final Sat.:	290	2074	835		1600	1600	1600		1600	3060	140		1600	3152	48	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.14	0.14		0.01	0.11	0.20		0.14	0.16	0.16		0.07	0.23	0.23	
Crit Moves:	****						****		****					****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	15	20	71	311	41	31	81	264	40	144	145	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	20	71	311	41	31	81	264	40	144	145	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	10	12	9	8	0	0	0	0	15	0	18
Initial Fut:	15	30	83	320	49	31	81	264	40	159	145	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	30	83	320	49	31	81	264	40	159	145	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	30	83	320	49	31	81	264	40	159	145	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	30	83	320	49	31	81	264	40	159	145	378
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	1.60	0.25	0.16	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	533	1067	1600	2560	392	248	1600	2779	421	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.13	0.13	0.13	0.05	0.09	0.10	0.10	0.09	0.24
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	27	47	98	307	25	75	99	206	24	108	174	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	47	98	307	25	75	99	206	24	108	174	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	14	19	41	16	0	0	0	0	8	0	24
Initial Fut:	27	61	117	348	41	75	99	206	24	116	174	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	61	117	348	41	75	99	206	24	116	174	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	61	117	348	41	75	99	206	24	116	174	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	61	117	348	41	75	99	206	24	116	174	392
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	1.50	0.18	0.32	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	491	1109	1600	2400	283	517	1600	2866	334	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.07	0.15	0.15	0.14	0.06	0.07	0.07	0.07	0.11	0.25
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			2 0 1 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1414	96	56	1098	368	197	124	199	65	224	28
Added Vol:	0	48	0	0	41	0	0	0	0	0	0	0
PasserByVol:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	152	1511	96	56	1203	378	209	124	208	65	225	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1511	96	56	1203	378	209	124	208	65	225	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1511	96	56	1203	378	209	124	208	65	225	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1511	96	56	1203	378	209	124	208	65	225	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2846	354
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.06	0.04	0.25	0.24	0.07	0.08	0.13	0.04	0.08	0.08
Crit Moves:		****		****					****	****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1251	55	48	1558	205	293	135	187	121	178	38
Added Vol:	0	57	0	0	59	0	0	0	0	0	0	0
PasserByVol:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	143	1377	55	48	1679	211	312	135	228	121	178	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1377	55	48	1679	211	312	135	228	121	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1377	55	48	1679	211	312	135	228	121	178	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1377	55	48	1679	211	312	135	228	121	178	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2637	563
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.03	0.03	0.35	0.13	0.10	0.08	0.14	0.08	0.07	0.07
Crit Moves:	****				****				****	****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	383	0	288	0	2144	188	0	836	349
Added Vol:	0	0	0	17	0	20	0	54	6	0	86	0
PasserByVol:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	417	0	343	0	2210	198	0	964	349
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	417	0	343	0	2210	0	0	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	417	0	343	0	2210	0	0	964	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	417	0	343	0	2210	0	0	964	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.21	0.00	0.69	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	586	0	393	0	1299	159	0	1878	487
Added Vol:	0	0	0	57	0	0	0	116	4	0	98	0
PasserByVol:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	687	0	412	0	1491	170	0	2002	487
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	687	0	412	0	1491	0	0	2002	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	687	0	412	0	1491	0	0	2002	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	687	0	412	0	1491	0	0	2002	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.26	0.00	0.47	0.00	0.00	0.42	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1278		23	312	931	0	0	0	0	6	0	327
Growth Adj:	1.00 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 1278		23	312	931	0	0	0	0	6	0	327
Added Vol:	0	3	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	22	0	0	7	0	0	0	0	0	0	0
Initial Fut:	0 1303		23	312	948	0	0	0	0	6	0	327
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1303		23	312	948	0	0	0	0	6	0	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 1303		23	312	948	0	0	0	0	6	0	327
PCE Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1303		23	312	948	0	0	0	0	6	0	327
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.27		0.01	0.10	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1322		26	466 1384		0	0	0	0	23	0	411
Growth Adj:	1.00 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 1322		26	466 1384		0	0	0	0	23	0	411
Added Vol:	0 10		0	0 6		0	0	0	0	0	0	0
PasserByVol:	0 14		0	0 35		0	0	0	0	0	0	0
Initial Fut:	0 1346		26	466 1425		0	0	0	0	23	0	411
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1346		26	466 1425		0	0	0	0	23	0	411
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	0 1346		26	466 1425		0	0	0	0	23	0	411
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1346		26	466 1425		0	0	0	0	23	0	411
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00 3.00		0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200 4800		0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.28		0.02	0.15 0.30		0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	12	889	11	51	701	105	283	16	7	33	22	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	889	11	51	701	105	283	16	7	33	22	65
Added Vol:	0	3	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	6	0	0	3	0	1	0	0	0	0	0
Initial Fut:	12	898	11	51	714	105	284	16	7	33	22	65
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:	12	898	11	51	714	105	284	16	0	33	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	898	11	51	714	105	284	16	0	33	22	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:	12	898	11	51	714	105	284	16	0	33	22	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	1.89	0.11	1.00	1.00	1.00	1.00
Final Sat.:	1600	3161	39	1600	2790	410	3029	171	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.26	0.26	0.09	0.09	0.00	0.02	0.01	0.00
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	46	862	16	73	1006	256	182	24	27	19	36	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	862	16	73	1006	256	182	24	27	19	36	108
Added Vol:	0	10	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	8	0	0	14	0	0	0	0	0	0	0
Initial Fut:	46	880	16	73	1026	256	182	24	27	19	36	108
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:	46	880	16	73	1026	256	182	24	0	19	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	880	16	73	1026	256	182	24	0	19	36	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:	46	880	16	73	1026	256	182	24	0	19	36	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.60	0.40	1.77	0.23	1.00	0.69	1.31	1.00
Final Sat.:	1600	3143	57	1600	2561	639	2827	373	1600	1105	2095	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.05	0.40	0.40	0.06	0.06	0.00	0.01	0.02	0.00
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	1	77	4	304	312	1950	4	17	1158	67
Added Vol:	0	0	0	0	0	0	0	79	0	0	138	0
PasserByVol:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	304	312	2132	4	17	1388	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:	0	0	1	79	4	304	312	2132	4	17	1388	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	312	2132	4	17	1388	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:	0	0	1	79	4	304	312	2132	4	17	1388	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:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1600	1523	77	1600	1600	3194	6	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.67	0.67	0.01	0.29	0.04
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	10	11	2	98	2	404	244	1414	5	11	2220	70
Added Vol:	0	0	0	0	0	0	0	153	0	0	125	0
PasserByVol:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	404	244	1705	5	11	2484	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	2	100	2	404	244	1705	5	11	2484	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	244	1705	5	11	2484	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	11	2	100	2	404	244	1705	5	11	2484	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1569	31	1600	1600	3191	9	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.53	0.53	0.01	0.52	0.05
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	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			Permitted			Permitted		
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	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	33	1	14	42	2052	1	0	1257	35
Added Vol:	0	0	0	0	0	0	0	79	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	14	42	2239	1	0	1488	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2239	1	0	1488	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2239	1	0	1488	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2239	1	0	1488	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	1600	0	1100	33	467	1600	3199	1	0	4690	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.70	0.70	0.00	0.32	0.32
Crit Moves:					****			****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

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Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	1	2	55	0	27	94	1417	20	0	2297	52
Added Vol:	0	0	0	0	0	0	0	153	0	0	125	0
PasserByVol:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	27	94	1710	20	0	2565	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1710	20	0	2565	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1710	20	0	2565	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1710	20	0	2565	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	0.00	2.94	0.06
Final Sat.:	0	533	1067	1073	0	527	1600	3163	37	0	4705	95
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.54	0.54	0.00	0.55	0.55
Crit Moves:	****					****	****				****	

****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	28	2938	20	152	2588	525	790	218	5	33	168	240
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29	3056	21	158	2692	546	822	227	5	34	175	250
Added Vol:	0	281	0	0	165	20	210	11	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	3337	21	158	2857	566	1032	238	8	34	175	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	3337	21	158	2857	566	1032	238	8	34	175	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3337	21	158	2857	566	1032	238	8	34	175	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	3337	21	158	2857	566	1032	238	8	34	175	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600	6360	40	1600	4800	1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.52	0.10	0.60	0.35	0.21	0.15	0.01	0.02	0.05	0.08
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + 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 Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	72	2436	29	189	2700	784	807	210	20	66	332	208
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	75	2533	30	197	2808	815	839	218	21	69	345	216
Added Vol:	4	291	0	0	335	228	86	3	1	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	2824	30	197	3143	1043	925	221	22	69	356	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2824	30	197	3143	1043	925	221	22	69	356	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	2824	30	197	3143	1043	925	221	22	69	356	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	2824	30	197	3143	1043	925	221	22	69	356	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.96	0.04	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.49	1.51
Final Sat.:	1600	6332	68	1600	4800	1600	4800	1600	1600	1600	3982	2418
Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.45	0.12	0.65	0.65	0.19	0.14	0.01	0.04	0.09	0.09
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	3	2765	35	65	2579	12	3	11	2	25	6	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	2876	36	68	2682	12	3	11	2	26	6	163
Added Vol:	0	281	0	0	168	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3157	36	68	2850	12	3	11	2	26	6	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	3157	36	68	2850	12	3	11	2	26	6	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3157	36	68	2850	12	3	11	2	26	6	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	3157	36	68	2850	12	3	11	2	26	6	163
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.21	0.79	1.00	1.00	0.04	0.96
Final Sat.:	1600	6327	73	1600	4800	1600	343	1257	1600	1600	59	1541
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.04	0.59	0.01	0.00	0.01	0.00	0.02	0.11	0.11
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	27	2540	37	96	2689	59	14	20	12	40	25	100
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28	2642	38	100	2797	61	15	21	12	42	26	104
Added Vol:	0	295	0	0	336	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2937	38	100	3133	61	15	21	12	42	26	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	2937	38	100	3133	61	15	21	12	42	26	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2937	38	100	3133	61	15	21	12	42	26	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	2937	38	100	3133	61	15	21	12	42	26	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.41	0.59	1.00	1.00	0.20	0.80
Final Sat.:	1600	6317	83	1600	4800	1600	659	941	1600	1600	320	1280
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.06	0.65	0.04	0.01	0.02	0.01	0.03	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0	0	0	0 2	1 0	1	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	225	2795	0	0	2575	26	29	0	449	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	234	2907	0	0	2678	27	30	0	467	0	0	0
Added Vol:	3	281	0	0	168	0	0	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	3188	0	0	2846	27	30	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	3188	0	0	2846	27	30	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	3188	0	0	2846	27	30	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	3188	0	0	2846	27	30	0	494	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	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4755	45	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.00	0.00	0.60	0.60	0.02	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****					****			****			

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.024
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	466	2718	0	0	2758	45	50	0	562	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	485	2827	0	0	2868	47	52	0	584	0	0	0
Added Vol:	31	295	0	0	336	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	516	3122	0	0	3204	47	52	0	594	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	3122	0	0	3204	47	52	0	594	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	3122	0	0	3204	47	52	0	594	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	3122	0	0	3204	47	52	0	594	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	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4731	69	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.49	0.00	0.00	0.68	0.68	0.03	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	44	2669	7	67	2612	186	196	101	58	9	92	36
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	2776	7	70	2716	193	204	105	60	9	96	37
Added Vol:	0	284	0	0	195	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	3060	7	70	2911	193	204	105	60	9	96	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:	46	3060	7	70	2911	193	204	105	60	9	96	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	3060	7	70	2911	193	204	105	60	9	96	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:	46	3060	7	70	2911	193	204	105	60	9	96	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:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6385	15	1600	4800	1600	3200	1600	1600	1600	1150	450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.04	0.61	0.12	0.06	0.07	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

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Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	85	2704	19	114	2959	145	269	87	62	22	119	44
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	88	2812	20	119	3077	151	280	90	64	23	124	46
Added Vol:	0	326	0	0	345	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	3138	20	119	3422	151	280	90	64	23	124	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:	88	3138	20	119	3422	151	280	90	64	23	124	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	3138	20	119	3422	151	280	90	64	23	124	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:	88	3138	20	119	3422	151	280	90	64	23	124	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	3.98	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	6360	40	1600	4800	1600	3200	1600	1600	1600	1168	432
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.49	0.07	0.71	0.09	0.09	0.06	0.04	0.01	0.11	0.11
Crit Moves:	****				****		****					****

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Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	1	0	2	0	3	0	1	3	0	1	1	0	2	0	3	0	1
Volume Module:																				
Base Vol:	38	1742		197		603	1544		309		730	381		32		159	340		174	
Growth Adj:	1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04	
Initial Bse:	40	1812		205		627	1606		321		759	396		33		165	354		181	
Added Vol:	0	160		0		78	80		37		123	17		0		0	-3		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	40	1972		205		705	1686		358		882	413		33		165	351		181	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	40	1972		205		705	1686		358		882	413		33		165	351		181	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	40	1972		205		705	1686		358		882	413		33		165	351		181	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	40	1972		205		705	1686		358		882	413		33		165	351		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	3.62		0.38		2.00	3.00		1.00		3.00	1.85		0.15		2.00	3.00		1.00	
Final Sat.:	1600	5798		602		3200	4800		1600		4800	2961		239		3200	4800		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.34		0.34		0.22	0.35		0.22		0.18	0.14		0.14		0.05	0.07		0.11	
Crit Moves:		****				****					****								****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	57	1583	197	655	1818	299	633	425	64	291	532	185
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	1646	205	681	1891	311	658	442	67	303	553	192
Added Vol:	0	140	0	20	186	140	84	1	0	0	21	101
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1786	205	701	2077	451	742	443	67	303	574	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1786	205	701	2077	451	742	443	67	303	574	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1786	205	701	2077	451	742	443	67	303	574	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1786	205	701	2077	451	742	443	67	303	574	293
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	5741	659	3200	4800	1600	4800	2782	418	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.22	0.43	0.28	0.15	0.16	0.16	0.09	0.12	0.18
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	1827	50	72	1423	23	21	21	13	37	34	39
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	1918	53	76	1494	24	22	22	14	39	36	41
Added Vol:	0	34	14	0	41	38	127	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1952	67	76	1535	62	149	25	14	39	36	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:	15	1952	67	76	1535	62	149	25	14	39	36	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1952	67	76	1535	62	149	25	14	39	36	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:	15	1952	67	76	1535	62	149	25	14	39	36	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:	1.00	3.00	1.00	1.00	3.00	1.00	0.86	0.14	1.00	0.52	0.48	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1370	230	1600	834	766	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.04	0.05	0.32	0.04	0.09	0.11	0.01	0.02	0.05	0.03
Crit Moves:		****			****			****			****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	13	1700	44	80	1907	26	20	41	11	51	75	34
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	1785	46	84	2002	27	21	43	12	54	79	36
Added Vol:	0	53	3	0	42	144	87	1	0	18	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1838	49	84	2044	171	108	44	12	72	83	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:	14	1838	49	84	2044	171	108	44	12	72	83	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1838	49	84	2044	171	108	44	12	72	83	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:	14	1838	49	84	2044	171	108	44	12	72	83	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.71	0.29	1.00	0.46	0.54	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1136	464	1600	742	858	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.03	0.05	0.43	0.11	0.07	0.10	0.01	0.04	0.10	0.02
Crit Moves:		****			****			****			****	

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	76	1804	19	114	1311	64	90	95	100	3	70	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1894	20	120	1377	67	95	100	105	3	74	54
Added Vol:	0	48	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1942	20	120	1418	67	95	100	105	3	74	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1942	20	120	1418	67	95	100	105	3	74	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1942	20	120	1418	67	95	100	105	3	74	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1942	20	120	1418	67	95	100	105	3	74	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.86	0.14	0.49	0.51	1.00	1.00	1.00	1.00
Final Sat.:	1600	4751	49	1600	4583	217	778	822	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.07	0.31	0.31	0.06	0.12	0.07	0.00	0.05	0.03
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	67	1551	17	71	1850	54	80	65	105	31	42	90
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	70	1629	18	75	1943	57	84	68	110	33	44	95
Added Vol:	0	57	0	0	59	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1686	18	75	2002	57	84	68	110	33	44	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1686	18	75	2002	57	84	68	110	33	44	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1686	18	75	2002	57	84	68	110	33	44	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1686	18	75	2002	57	84	68	110	33	44	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	2.97	0.03	1.00	2.92	0.08	0.55	0.45	1.00	1.00	1.00	1.00
Final Sat.:	1600	4750	50	1600	4668	132	883	717	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.05	0.43	0.43	0.05	0.10	0.07	0.02	0.03	0.06
Crit Moves:	****				****			****			****	

Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects + Project

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1390	374	72	434	0	0	0	0	32	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1390	374	72	434	0	0	0	0	32	0	55
Added Vol:	0	-8	1	0	21	0	0	0	0	0	0	0
PasserByVol:	0	30	0	0	15	0	0	0	0	0	0	0
Initial Fut:	0	1412	375	72	470	0	0	0	0	32	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1412	375	72	470	0	0	0	0	32	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1412	375	72	470	0	0	0	0	32	0	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1412	375	72	470	0	0	0	0	32	0	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	1.58	0.42	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	2528	672	1600	3200	0	0	1600	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.05	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #1 Superior Avenue (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	600	102	76	797	0	0	0	0	448	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	102	76	797	0	0	0	0	448	0	88
Added Vol:	0	23	1	0	-4	0	0	0	0	2	0	0
PasserByVol:	0	40	0	0	69	0	0	0	0	0	0	0
Initial Fut:	0	663	103	76	862	0	0	0	0	450	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	663	103	76	862	0	0	0	0	450	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	103	76	862	0	0	0	0	450	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	663	103	76	862	0	0	0	0	450	0	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	0.00	0.00	1.00	0.00	1.67	0.00	0.33
Final Sat.:	1600	2770	430	1600	3200	0	0	1600	0	2677	0	523
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.05	0.27	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	168	266	114	170	165	247	709	1971	211	95	791	155
Added Vol:	7	0	0	6	4	11	-3	59	24	0	110	-3
PasserByVol:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	176	272	114	176	172	270	730	2079	235	95	943	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	272	114	176	172	270	730	2079	235	95	943	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	272	114	176	172	270	730	2079	235	95	943	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	272	114	176	172	270	730	2079	235	95	943	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.44	0.56
Final Sat.:	1600	2227	973	2428	2372	3200	3200	4800	1600	1600	5512	888
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.07	0.07	0.08	0.23	0.43	0.15	0.06	0.17	0.17
Crit Moves:		****			****			****			****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	254	208	78	228	243	710	258	1016	243	226	1910	162
Added Vol:	27	5	0	-2	2	-1	12	126	16	0	101	6
PasserByVol:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	281	221	79	226	259	764	302	1178	262	226	2078	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	221	79	226	259	764	302	1178	262	226	2078	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	221	79	226	259	764	302	1178	262	226	2078	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	221	79	226	259	764	302	1178	262	226	2078	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	1.14	0.41	1.40	1.60	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2323	1825	652	2237	2563	3200	3200	4800	1600	1600	5921	479
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.10	0.10	0.24	0.09	0.25	0.16	0.14	0.35	0.35
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	8	227	61		18	325	268		346	803	33		57	243	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	227	61		18	325	268		346	803	33		57	243	9	
Added Vol:	0	1	0		0	4	0		0	-8	0		0	21	0	
PasserByVol:	0	4	24		0	5	0		0	30	0		12	15	0	
Initial Fut:	8	232	85		18	334	268		346	825	33		69	279	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	232	85		18	334	268		346	825	33		69	279	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	232	85		18	334	268		346	825	33		69	279	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	232	85		18	334	268		346	825	33		69	279	9	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.05	1.43	0.52		1.00	1.00	1.00		1.00	1.92	0.08		1.00	1.94	0.06	
Final Sat.:	79	2284	837		1600	1600	1600		1600	3077	123		1600	3100	100	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.10		0.01	0.21	0.17		0.22	0.27	0.27		0.04	0.09	0.09	
Crit Moves:	****					****				****			****			

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	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:	41	287	86	11	166	316	224	419	22	57	664	11
Added Vol:	0	7	0	0	3	0	0	23	0	0	-4	0
PasserByVol:	0	6	32	0	2	0	0	40	0	55	69	0
Initial Fut:	41	300	118	11	171	316	224	482	22	112	729	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:	41	300	118	11	171	316	224	482	22	112	729	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	300	118	11	171	316	224	482	22	112	729	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:	41	300	118	11	171	316	224	482	22	112	729	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.31	0.51	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	286	2092	823	1600	1600	1600	1600	3060	140	1600	3152	48
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.01	0.11	0.20	0.14	0.16	0.16	0.07	0.23	0.23
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	15	20	71	311	41	31	81	264	40	144	145	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	20	71	311	41	31	81	264	40	144	145	360
Added Vol:	0	0	0	4	0	0	0	1	0	0	0	1
PasserByVol:	0	10	12	9	8	0	0	0	0	15	0	18
Initial Fut:	15	30	83	324	49	31	81	265	40	159	145	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	30	83	324	49	31	81	265	40	159	145	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	30	83	324	49	31	81	265	40	159	145	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	30	83	324	49	31	81	265	40	159	145	379
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	1.60	0.24	0.15	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	533	1067	1600	2566	388	246	1600	2780	420	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.13	0.13	0.13	0.05	0.10	0.10	0.10	0.09	0.24
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #4 Placentia Avenue (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	27	47	98	307	25	75	99	206	24	108	174	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	47	98	307	25	75	99	206	24	108	174	368
Added Vol:	0	0	0	3	0	0	0	1	0	0	2	7
PasserByVol:	0	14	19	41	16	0	0	0	0	8	0	24
Initial Fut:	27	61	117	351	41	75	99	207	24	116	176	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	61	117	351	41	75	99	207	24	116	176	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	61	117	351	41	75	99	207	24	116	176	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	61	117	351	41	75	99	207	24	116	176	399
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	1.50	0.18	0.32	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	491	1109	1600	2405	281	514	1600	2868	332	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.07	0.15	0.15	0.15	0.06	0.07	0.07	0.07	0.11	0.25
Crit Moves:			****	****			****					****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+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 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			2 0 1 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1414	96	56	1098	368	197	124	199	65	224	28
Added Vol:	0	48	7	10	41	0	0	6	0	2	2	3
PasserByVol:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	152	1511	103	66	1203	378	209	130	208	67	227	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1511	103	66	1203	378	209	130	208	67	227	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1511	103	66	1203	378	209	130	208	67	227	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1511	103	66	1203	378	209	130	208	67	227	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2816	384
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.06	0.04	0.25	0.24	0.07	0.08	0.13	0.04	0.08	0.08
Crit Moves:		****		****					****	****		

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1251	55	48	1558	205	293	135	187	121	178	38
Added Vol:	0	57	5	6	59	0	0	4	0	11	9	16
PasserByVol:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	143	1377	60	54	1679	211	312	139	228	132	187	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1377	60	54	1679	211	312	139	228	132	187	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1377	60	54	1679	211	312	139	228	132	187	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1377	60	54	1679	211	312	139	228	132	187	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.55	0.45
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2483	717
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.04	0.03	0.35	0.13	0.10	0.09	0.14	0.08	0.08	0.08
Crit Moves:	****				****				****	****		

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+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 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	383	0	288	0	2144	188	0	836	349
Added Vol:	0	0	0	19	0	20	0	60	6	0	87	0
PasserByVol:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	419	0	343	0	2216	198	0	965	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	419	0	343	0	2216	0	0	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	419	0	343	0	2216	0	0	965	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	419	0	343	0	2216	0	0	965	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.21	0.00	0.69	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	586	0	393	0	1299	159	0	1878	487
Added Vol:	0	0	0	66	0	0	0	119	4	0	107	0
PasserByVol:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	696	0	412	0	1494	170	0	2011	487
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	696	0	412	0	1494	0	0	2011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	696	0	412	0	1494	0	0	2011	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	696	0	412	0	1494	0	0	2011	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.22	0.00	0.26	0.00	0.47	0.00	0.00	0.42	0.00
Crit Moves:						****		****		****		

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+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 Newport Boulevard (NS) / Via Lido (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3	0 1	2 0	3	0 0	0 0	0	0 0	1 0	0	0 2
Volume Module:												
Base Vol:	0 1278	23		312	931	0	0	0	0	6	0	327
Growth Adj:	1.00 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 1278	23		312	931	0	0	0	0	6	0	327
Added Vol:	0 4	0		0	10	0	0	0	0	0	0	0
PasserByVol:	0 22	0		0	7	0	0	0	0	0	0	0
Initial Fut:	0 1304	23		312	948	0	0	0	0	6	0	327
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 1304	23		312	948	0	0	0	0	6	0	327
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
Reduced Vol:	0 1304	23		312	948	0	0	0	0	6	0	327
PCE Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1304	23		312	948	0	0	0	0	6	0	327
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00	1.00		2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800	1600		3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.27	0.01		0.10	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1322		26	466 1384		0	0	0	0	23	0	411
Growth Adj:	1.00 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 1322		26	466 1384		0	0	0	0	23	0	411
Added Vol:	0 11		0	0 8		0	0	0	0	0	0	0
PasserByVol:	0 14		0	0 35		0	0	0	0	0	0	0
Initial Fut:	0 1347		26	466 1427		0	0	0	0	23	0	411
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1347		26	466 1427		0	0	0	0	23	0	411
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	0 1347		26	466 1427		0	0	0	0	23	0	411
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1347		26	466 1427		0	0	0	0	23	0	411
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00 3.00		0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200 4800		0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.28		0.02	0.15 0.30		0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	12	889	11	51	701	105	283	16	7	33	22	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	889	11	51	701	105	283	16	7	33	22	65
Added Vol:	0	4	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	6	0	0	3	0	1	0	0	0	0	0
Initial Fut:	12	899	11	51	714	105	284	16	7	33	22	65
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:	12	899	11	51	714	105	284	16	0	33	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	899	11	51	714	105	284	16	0	33	22	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:	12	899	11	51	714	105	284	16	0	33	22	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	1.89	0.11	1.00	1.00	1.00	1.00
Final Sat.:	1600	3161	39	1600	2790	410	3029	171	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.26	0.26	0.09	0.09	0.00	0.02	0.01	0.00
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	46	862	16	73	1006	256	182	24	27	19	36	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	862	16	73	1006	256	182	24	27	19	36	108
Added Vol:	0	11	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	8	0	0	14	0	0	0	0	0	0	0
Initial Fut:	46	881	16	73	1028	256	182	24	27	19	36	108
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:	46	881	16	73	1028	256	182	24	0	19	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	881	16	73	1028	256	182	24	0	19	36	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:	46	881	16	73	1028	256	182	24	0	19	36	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.60	0.40	1.77	0.23	1.00	0.69	1.31	1.00
Final Sat.:	1600	3143	57	1600	2562	638	2827	373	1600	1105	2095	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.05	0.40	0.40	0.06	0.06	0.00	0.01	0.02	0.00
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	1	77	4	304	312	1950	4	17	1158	67
Added Vol:	0	0	0	0	0	0	0	81	0	0	144	0
PasserByVol:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	304	312	2134	4	17	1394	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:	0	0	1	79	4	304	312	2134	4	17	1394	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	312	2134	4	17	1394	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:	0	0	1	79	4	304	312	2134	4	17	1394	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:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1600	1523	77	1600	1600	3194	6	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.67	0.67	0.01	0.29	0.04
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
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	1	0 0 1	1	0	1 1	0			1	0	3 0	1		
Volume Module:																		
Base Vol:	10	11	2	98	2	404	244	1373	5				11	2155	70			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00				1.00	1.03	1.00			
Initial Bse:	10	11	2	98	2	404	244	1414	5				11	2220	70			
Added Vol:	0	0	0	0	0	0	0	162	0				0	128	0			
PasserByVol:	0	0	0	2	0	0	0	138	0				0	139	3			
Initial Fut:	10	11	2	100	2	404	244	1714	5				11	2487	73			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	10	11	2	100	2	404	244	1714	5				11	2487	73			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	10	11	2	100	2	404	244	1714	5				11	2487	73			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	10	11	2	100	2	404	244	1714	5				11	2487	73			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01				1.00	3.00	1.00			
Final Sat.:	696	765	139	1569	31	1600	1600	3191	9				1600	4800	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.54	0.54				0.01	0.52	0.05			
Crit Moves:	****					****	****							****				

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+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 #10 Tustin Avenue (NS) / West Coast Highway (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

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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			Permitted			Permitted		
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	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	33	1	14	42	2052	1	0	1257	35
Added Vol:	0	0	0	0	0	0	0	81	0	0	144	0
PasserByVol:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	14	42	2241	1	0	1494	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2241	1	0	1494	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2241	1	0	1494	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2241	1	0	1494	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	1600	0	1100	33	467	1600	3199	1	0	4690	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.70	0.70	0.00	0.32	0.32
Crit Moves:					****			****		****		

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Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	1	2	55	0	27	94	1417	20	0	2297	52
Added Vol:	0	0	0	0	0	0	0	162	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	27	94	1719	20	0	2568	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1719	20	0	2568	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1719	20	0	2568	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1719	20	0	2568	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	0.00	2.94	0.06
Final Sat.:	0	533	1067	1073	0	527	1600	3163	37	0	4705	95
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.54	0.54	0.00	0.55	0.55
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 2	1	1	2 1 1	0	1	1 0 2	1	1
Volume Module:												
Base Vol:	28 2938		20	152 2588		525	790	218	5	33	168	240
Growth Adj:	1.04 1.04		1.04	1.04 1.04		1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29 3056		21	158 2692		546	822	227	5	34	175	250
Added Vol:	0 283		0	0 172		20	210	11	3	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	29 3339		21	158 2864		566	1032	238	8	34	175	250
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29 3339		21	158 2864		566	1032	238	8	34	175	250
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	29 3339		21	158 2864		566	1032	238	8	34	175	250
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29 3339		21	158 2864		566	1032	238	8	34	175	250
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.98		0.02	1.00 3.00		1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600 6360		40	1600 4800		1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02 0.52		0.52	0.10 0.60		0.35	0.21	0.15	0.01	0.02	0.05	0.08
Crit Moves:	****			****			****					****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	72	2436	29	189	2700	784	807	210	20	66	332	208
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	75	2533	30	197	2808	815	839	218	21	69	345	216
Added Vol:	4	302	0	0	340	228	86	3	1	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	2835	30	197	3148	1043	925	221	22	69	356	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2835	30	197	3148	1043	925	221	22	69	356	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	2835	30	197	3148	1043	925	221	22	69	356	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	2835	30	197	3148	1043	925	221	22	69	356	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.96	0.04	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.49	1.51
Final Sat.:	1600	6333	67	1600	4800	1600	4800	1600	1600	1600	3982	2418
Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.45	0.12	0.66	0.65	0.19	0.14	0.01	0.04	0.09	0.09
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	3	2765	35	65	2579	12	3	11	2	25	6	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	2876	36	68	2682	12	3	11	2	26	6	163
Added Vol:	0	283	0	0	175	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3159	36	68	2857	12	3	11	2	26	6	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	3159	36	68	2857	12	3	11	2	26	6	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3159	36	68	2857	12	3	11	2	26	6	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	3159	36	68	2857	12	3	11	2	26	6	163
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.21	0.79	1.00	1.00	0.04	0.96
Final Sat.:	1600	6327	73	1600	4800	1600	343	1257	1600	1600	59	1541
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.04	0.60	0.01	0.00	0.01	0.00	0.02	0.11	0.11
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+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 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 3	0	1	0 1	0	1	1 0	0 1	0
Volume Module:												
Base Vol:	27 2540	37		96 2689	59		14	20	12	40	25	100
Growth Adj:	1.04 1.04	1.04		1.04 1.04	1.04		1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28 2642	38		100 2797	61		15	21	12	42	26	104
Added Vol:	0 306	0		0 340	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	28 2948	38		100 3137	61		15	21	12	42	26	104
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28 2948	38		100 3137	61		15	21	12	42	26	104
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	28 2948	38		100 3137	61		15	21	12	42	26	104
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28 2948	38		100 3137	61		15	21	12	42	26	104
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.95	0.05		1.00 3.00	1.00		0.41	0.59	1.00	1.00	0.20	0.80
Final Sat.:	1600 6318	82		1600 4800	1600		659	941	1600	1600	320	1280
Capacity Analysis Module:												
Vol/Sat:	0.02 0.47	0.47		0.06 0.65	0.04		0.01	0.02	0.01	0.03	0.08	0.08
Crit Moves:	****			****			****				****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	225	2795	0	0	2575	26	29	0	449	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	234	2907	0	0	2678	27	30	0	467	0	0	0
Added Vol:	3	283	0	0	175	0	0	0	28	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	3190	0	0	2853	27	30	0	495	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	3190	0	0	2853	27	30	0	495	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	3190	0	0	2853	27	30	0	495	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	3190	0	0	2853	27	30	0	495	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	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4755	45	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.00	0.00	0.60	0.60	0.02	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	466	2718	0	0	2758	45	50	0	562	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	485	2827	0	0	2868	47	52	0	584	0	0	0
Added Vol:	33	306	0	0	340	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	3133	0	0	3208	47	52	0	594	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	3133	0	0	3208	47	52	0	594	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	3133	0	0	3208	47	52	0	594	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	518	3133	0	0	3208	47	52	0	594	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	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4731	69	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.49	0.00	0.00	0.68	0.68	0.03	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****					****			****			

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	44	2669	7	67	2612	186	196	101	58	9	92	36
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	2776	7	70	2716	193	204	105	60	9	96	37
Added Vol:	0	286	0	0	203	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	3062	7	70	2919	193	204	105	60	9	96	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:	46	3062	7	70	2919	193	204	105	60	9	96	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	3062	7	70	2919	193	204	105	60	9	96	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:	46	3062	7	70	2919	193	204	105	60	9	96	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:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	6385	15	1600	4800	1600	3200	1600	1600	1600	1150	450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.04	0.61	0.12	0.06	0.07	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	85	2704	19	114	2959	145	269	87	62	22	119	44
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	88	2812	20	119	3077	151	280	90	64	23	124	46
Added Vol:	0	339	0	0	351	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	3151	20	119	3428	151	280	90	64	23	124	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:	88	3151	20	119	3428	151	280	90	64	23	124	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	3151	20	119	3428	151	280	90	64	23	124	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:	88	3151	20	119	3428	151	280	90	64	23	124	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	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	6360	40	1600	4800	1600	3200	1600	1600	1600	1168	432
Capacity Analysis Module:												
Vol/Sat:	0.06	0.50	0.50	0.07	0.71	0.09	0.09	0.06	0.04	0.01	0.11	0.11
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	38	1742	197	603	1544	309	730	381	32	159	340	174
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	40	1812	205	627	1606	321	759	396	33	165	354	181
Added Vol:	0	163	0	78	88	37	123	17	0	1	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1975	205	705	1694	358	882	413	33	166	351	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1975	205	705	1694	358	882	413	33	166	351	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1975	205	705	1694	358	882	413	33	166	351	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1975	205	705	1694	358	882	413	33	166	351	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	3.62	0.38	2.00	3.00	1.00	3.00	1.85	0.15	2.00	3.00	1.00
Final Sat.:	1600	5798	602	3200	4800	1600	4800	2961	239	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.22	0.35	0.22	0.18	0.14	0.14	0.05	0.07	0.11
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	3 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	57	1583	197	655	1818	299	633	425	64	291	532	185
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	1646	205	681	1891	311	658	442	67	303	553	192
Added Vol:	0	154	2	20	191	140	84	1	0	1	21	101
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1800	207	701	2082	451	742	443	67	304	574	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1800	207	701	2082	451	742	443	67	304	574	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1800	207	701	2082	451	742	443	67	304	574	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1800	207	701	2082	451	742	443	67	304	574	293
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	5740	660	3200	4800	1600	4800	2782	418	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.22	0.43	0.28	0.15	0.16	0.16	0.09	0.12	0.18
Crit Moves:		****		****			****					****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	1827	50	72	1423	23	21	21	13	37	34	39
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	1918	53	76	1494	24	22	22	14	39	36	41
Added Vol:	0	37	14	0	51	38	127	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1955	67	76	1545	62	149	25	14	39	36	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:	15	1955	67	76	1545	62	149	25	14	39	36	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1955	67	76	1545	62	149	25	14	39	36	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:	15	1955	67	76	1545	62	149	25	14	39	36	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:	1.00	3.00	1.00	1.00	3.00	1.00	0.86	0.14	1.00	0.52	0.48	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1370	230	1600	834	766	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.04	0.05	0.32	0.04	0.09	0.11	0.01	0.02	0.05	0.03
Crit Moves:		****			****			****				****

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	0 1	0	1	0 1	0	0 1
Volume Module:												
Base Vol:	13 1700	44		80 1907	26		20	41	11	51	75	34
Growth Adj:	1.05 1.05	1.05		1.05 1.05	1.05		1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14 1785	46		84 2002	27		21	43	12	54	79	36
Added Vol:	0 69	3		0 48	144		87	1	0	18	4	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	14 1854	49		84 2050	171		108	44	12	72	83	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:	14 1854	49		84 2050	171		108	44	12	72	83	36
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	14 1854	49		84 2050	171		108	44	12	72	83	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:	14 1854	49		84 2050	171		108	44	12	72	83	36
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00	1.00		1.00 3.00	1.00		0.71	0.29	1.00	0.46	0.54	1.00
Final Sat.:	1600 4800	1600		1600 4800	1600		1136	464	1600	742	858	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.39	0.03		0.05 0.43	0.11		0.07	0.10	0.01	0.04	0.10	0.02
Crit Moves:	****			****			****				****	

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	76	1804	19	114	1311	64	90	95	100	3	70	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1894	20	120	1377	67	95	100	105	3	74	54
Added Vol:	0	50	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1944	20	120	1428	67	95	100	105	3	74	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1944	20	120	1428	67	95	100	105	3	74	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1944	20	120	1428	67	95	100	105	3	74	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1944	20	120	1428	67	95	100	105	3	74	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.87	0.13	0.49	0.51	1.00	1.00	1.00	1.00
Final Sat.:	1600	4751	49	1600	4584	216	778	822	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.07	0.31	0.31	0.06	0.12	0.07	0.00	0.05	0.03
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
Existing+Growth (Year 2012)+Approved Projects+Cumulative Projects+Project
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	67	1551	17	71	1850	54	80	65	105	31	42	90
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	70	1629	18	75	1943	57	84	68	110	33	44	95
Added Vol:	0	72	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1701	18	75	2009	57	84	68	110	33	44	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1701	18	75	2009	57	84	68	110	33	44	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1701	18	75	2009	57	84	68	110	33	44	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1701	18	75	2009	57	84	68	110	33	44	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	2.97	0.03	1.00	2.92	0.08	0.55	0.45	1.00	1.00	1.00	1.00
Final Sat.:	1600	4750	50	1600	4668	132	883	717	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.05	0.43	0.43	0.05	0.10	0.07	0.02	0.03	0.06
Crit Moves:	****				****			****			****	

General Plan Buildout Without Project

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 0			1 1 1 0 2			2 0 3 0 1			1 0 3 1 0		
Volume Module:												
Base Vol:	180	510	150	120	130	10	500	2660	210	120	560	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	510	150	120	130	10	500	2660	210	120	560	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	510	150	120	130	10	500	2660	210	120	560	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	510	150	120	130	10	500	2660	210	120	560	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	510	150	120	130	10	500	2660	210	120	560	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.44	1.56	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	2348	852	2304	2496	3200	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.18	0.05	0.05	0.00	0.16	0.55	0.13	0.08	0.12	0.15
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	1	0	1	0		1	1	1	0	2		2	0	3	0	1		1	0	3	1	0	
Volume Module:																								
Base Vol:	350	190		150			250	400		390			50	1440		290			270	2710		200		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	350	190		150			250	400		390			50	1440		290			270	2710		200		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	350	190		150			250	400		390			50	1440		290			270	2710		200		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	350	190		150			250	400		390			50	1440		290			270	2710		200		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	350	190		150			250	400		390			50	1440		290			270	2710		200		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.52	0.83		0.65			1.15	1.85		2.00			2.00	3.00		1.00			1.00	3.73		0.27		
Final Sat.:	2434	1322		1044			1846	2954		3200			3200	4800		1600			1600	5960		440		
Capacity Analysis Module:																								
Vol/Sat:	0.14	0.14		0.14			0.14	0.14		0.12			0.02	0.30		0.18			0.17	0.45		0.45		
Crit Moves:	****							****					****							****				

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	10	330	30	10	410	160	110	960	50	30	240	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	330	30	10	410	160	110	960	50	30	240	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	330	30	10	410	160	110	960	50	30	240	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	330	30	10	410	160	110	960	50	30	240	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	330	30	10	410	160	110	960	50	30	240	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.78	0.16	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	86	2854	259	1600	1600	1600	1600	3042	158	1600	2954	246
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.01	0.26	0.10	0.07	0.32	0.32	0.02	0.08	0.08
Crit Moves:	****				****			****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

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

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	0	1	0		1	0	1	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	20	450		80			10	270		230			130	430		30			30	710		10		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	20	450		80			10	270		230			130	430		30			30	710		10		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	20	450		80			10	270		230			130	430		30			30	710		10		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	20	450		80			10	270		230			130	430		30			30	710		10		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	20	450		80			10	270		230			130	430		30			30	710		10		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.07	1.64		0.29			1.00	1.00		1.00			1.00	1.87		0.13			1.00	1.97		0.03		
Final Sat.:	116	2618		465			1600	1600		1600			1600	2991		209			1600	3156		44		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.17		0.17			0.01	0.17		0.14			0.08	0.14		0.14			0.02	0.22		0.23		
Crit Moves:	****							****					****							****				

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	2 0 1	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	150 2300		10	50 1310		230	140 350		80	50 250		20
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	150 2300		10	50 1310		230	140 350		80	50 250		20
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	150 2300		10	50 1310		230	140 350		80	50 250		20
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
Reduced Vol:	150 2300		10	50 1310		230	140 350		80	50 250		20
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	150 2300		10	50 1310		230	140 350		80	50 250		20
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 3.00		1.00	1.00 3.00		1.00	2.00 1.00		1.00	1.00 1.85		0.15
Final Sat.:	1600 4800		1600	1600 4800		1600	3200 1600		1600	1600 2963		237
Capacity Analysis Module:												
Vol/Sat:	0.09 0.48		0.01	0.03 0.27		0.14	0.04 0.22		0.05	0.03 0.08		0.08
Crit Moves:	****			****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	2 0 1	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	190 1170		130	10 2130		200	140 250		10	210 250		110
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	190 1170		130	10 2130		200	140 250		10	210 250		110
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	190 1170		130	10 2130		200	140 250		10	210 250		110
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
Reduced Vol:	190 1170		130	10 2130		200	140 250		10	210 250		110
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	190 1170		130	10 2130		200	140 250		10	210 250		110
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 3.00		1.00	1.00 3.00		1.00	2.00 1.00		1.00	1.00 1.39		0.61
Final Sat.:	1600 4800		1600	1600 4800		1600	3200 1600		1600	1600 2222		978
Capacity Analysis Module:												
Vol/Sat:	0.12 0.24		0.08	0.01 0.44		0.13	0.04 0.16		0.01	0.13 0.11		0.11
Crit Moves:	****			****			****			****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	610	0	200	0	2090	150	0	930	890
Growth Adj:	1.00	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	610	0	200	0	2090	150	0	930	890
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	610	0	200	0	2090	0	0	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	200	0	2090	0	0	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	610	0	200	0	2090	0	0	930	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.13	0.00	0.65	0.00	0.00	0.19	0.00
Crit Moves:				****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	770	0	410	0	1310	180	0	2300	1350
Growth Adj:	1.00	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	770	0	410	0	1310	180	0	2300	1350
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	770	0	410	0	1310	0	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	410	0	1310	0	0	2300	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	770	0	410	0	1310	0	0	2300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.24	0.00	0.26	0.00	0.41	0.00	0.00	0.48	0.00
Crit Moves:						****	****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1900	20	400	680	0	0	0	0	30	0	380
Growth Adj:	1.00	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	1900	20	400	680	0	0	0	0	30	0	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1900	20	400	680	0	0	0	0	30	0	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1900	20	400	680	0	0	0	0	30	0	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1900	20	400	680	0	0	0	0	30	0	380
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.01	0.13	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.12
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3	0 1	2 0	3	0 0	0 0	0	0 0	1 0	0	0 2
Volume Module:												
Base Vol:	0	980	40	520	1620	0	0	0	0	10	0	420
Growth Adj:	1.00	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	980	40	520	1620	0	0	0	0	10	0	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	980	40	520	1620	0	0	0	0	10	0	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	980	40	520	1620	0	0	0	0	10	0	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	980	40	520	1620	0	0	0	0	10	0	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.16	0.34	0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	1170	20	60	730	130	430	40	20	50	50	200
Growth Adj:	1.00	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	1170	20	60	730	130	430	40	20	50	50	200
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:	30	1170	20	60	730	130	430	40	0	50	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1170	20	60	730	130	430	40	0	50	50	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:	30	1170	20	60	730	130	430	40	0	50	50	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.70	0.30	1.83	0.17	1.00	1.00	1.00	1.00
Final Sat.:	1600	3146	54	1600	2716	484	2928	272	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.04	0.27	0.27	0.15	0.15	0.00	0.03	0.03	0.00
Crit Moves:		****			****			****			****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	60	810	30	80	1440	270	160	80	20	30	50	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	810	30	80	1440	270	160	80	20	30	50	220
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:	60	810	30	80	1440	270	160	80	0	30	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	810	30	80	1440	270	160	80	0	30	50	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:	60	810	30	80	1440	270	160	80	0	30	50	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.68	0.32	1.33	0.67	1.00	0.75	1.25	1.00
Final Sat.:	1600	3086	114	1600	2695	505	2133	1067	1600	1200	2000	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.05	0.53	0.53	0.08	0.07	0.00	0.02	0.03	0.00
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	0 0		0 1 0	0 1		1 0 1	1 0		1 0 3	0 1	
Volume Module:												
Base Vol:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	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:	1.00	0.00	0.00	0.90	0.10	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	0	0	1440	160	1600	1600	3188	12	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.06	0.06	0.23	0.14	0.84	0.84	0.01	0.35	0.03
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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:	20	10	10	110	10	400	340	2220	10	10	2920	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	110	10	400	340	2220	10	10	2920	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	10	110	10	400	340	2220	10	10	2920	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	110	10	400	340	2220	10	10	2920	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	10	110	10	400	340	2220	10	10	2920	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.25	0.25	0.92	0.08	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	800	400	400	1467	133	1600	1600	3186	14	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.07	0.08	0.25	0.21	0.70	0.70	0.01	0.61	0.03
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	1.99	0.01	0.00	2.93	0.07
Final Sat.:	0	0	1600	686	0	914	1600	3188	12	0	4689	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.04	0.07	0.83	0.83	0.00	0.36	0.36
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

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Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	50	0	60	160	2070	10	0	2860	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	50	0	60	160	2070	10	0	2860	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	50	0	60	160	2070	10	0	2860	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	50	0	60	160	2070	10	0	2860	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.45	0.00	0.55	1.00	1.99	0.01	0.00	2.89	0.11
Final Sat.:	0	0	1600	727	0	873	1600	3185	15	0	4622	178
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.03	0.00	0.07	0.10	0.65	0.65	0.00	0.62	0.62
Crit Moves:	****					****	****				****	

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Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 2	1	1	2 1 1	0	1	1 0 2	1	1
Volume Module:												
Base Vol:	41 3692		10	20 2734		404	774	187	70	20	251	110
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41 3692		10	20 2734		404	774	187	70	20	251	110
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 3692		10	20 2734		404	774	187	70	20	251	110
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	41 3692		10	20 2734		404	774	187	70	20	251	110
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41 3692		10	20 2734		404	774	187	70	20	251	110
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.99		0.01	1.00 3.00		1.00	3.00	1.00	1.00	1.00	2.78	1.22
Final Sat.:	1600 6383		17	1600 4800		1600	4800	1600	1600	1600	4450	1950
Capacity Analysis Module:												
Vol/Sat:	0.03 0.58		0.58	0.01 0.57		0.25	0.16	0.12	0.04	0.01	0.06	0.06
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.061
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 2	1	1	2 1 1	0	1	1 0 2	1	1
Volume Module:												
Base Vol:	174 2961		100	70 3400		547	807	384	160	60	277	50
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174 2961		100	70 3400		547	807	384	160	60	277	50
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174 2961		100	70 3400		547	807	384	160	60	277	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174 2961		100	70 3400		547	807	384	160	60	277	50
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174 2961		100	70 3400		547	807	384	160	60	277	50
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.87		0.13	1.00 3.00		1.00	2.71	1.29	1.00	1.00	3.00	1.00
Final Sat.:	1600 6191		209	1600 4800		1600	4337	2063	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11 0.48		0.48	0.04 0.71		0.34	0.19	0.19	0.10	0.04	0.06	0.03
Crit Moves:	****			****			****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	10	3583	30	50	2684	20	20	10	10	50	10	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3583	30	50	2684	20	20	10	10	50	10	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	3583	30	50	2684	20	20	10	10	50	10	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3583	30	50	2684	20	20	10	10	50	10	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	3583	30	50	2684	20	20	10	10	50	10	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	0.67	0.33	1.00	1.00	0.04	0.96
Final Sat.:	1600	6347	53	1600	4800	1600	1067	533	1600	1600	64	1536
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.03	0.56	0.01	0.01	0.02	0.01	0.03	0.16	0.16
Crit Moves:		****			****			****			****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	40	3095	60	120	3360	110	20	30	30	50	30	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3095	60	120	3360	110	20	30	30	50	30	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3095	60	120	3360	110	20	30	30	50	30	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3095	60	120	3360	110	20	30	30	50	30	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3095	60	120	3360	110	20	30	30	50	30	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.15	0.85
Final Sat.:	1600	6278	122	1600	4800	1600	640	960	1600	1600	240	1360
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.08	0.70	0.07	0.01	0.03	0.02	0.03	0.13	0.13
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	591	3443	0	0	2744	40	40	0	658	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:	591	3443	0	0	2744	40	40	0	658	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	591	3443	0	0	2744	40	40	0	658	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	3443	0	0	2744	40	40	0	658	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	591	3443	0	0	2744	40	40	0	658	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	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4731	69	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.00	0.00	0.58	0.58	0.03	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.292
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	919	3035	0	0	3330	100	50	0	928	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:	919	3035	0	0	3330	100	50	0	928	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	919	3035	0	0	3330	100	50	0	928	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	919	3035	0	0	3330	100	50	0	928	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	919	3035	0	0	3330	100	50	0	928	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	4.00	0.00	0.00	2.91	0.09	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4660	140	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.47	0.00	0.00	0.71	0.71	0.03	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****				****				****			

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 3	0	1	2 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	60 3854		20	130 3202		120	200	70	50	20	50	60
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60 3854		20	130 3202		120	200	70	50	20	50	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:	60 3854		20	130 3202		120	200	70	50	20	50	60
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	60 3854		20	130 3202		120	200	70	50	20	50	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:	60 3854		20	130 3202		120	200	70	50	20	50	60
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.98		0.02	1.00 3.00		1.00	2.00	1.00	1.00	1.00	0.45	0.55
Final Sat.:	1600 6367		33	1600 4800		1600	3200	1600	1600	1600	727	873
Capacity Analysis Module:												
Vol/Sat:	0.04 0.61		0.61	0.08 0.67		0.08	0.06	0.04	0.03	0.01	0.07	0.07
Crit Moves:	****				****		****					****

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.121
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1 0		1 0 3	0 1		2 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	70 3694	20		80 4048	170		250	140	70	20	150	100
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70 3694	20		80 4048	170		250	140	70	20	150	100
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70 3694	20		80 4048	170		250	140	70	20	150	100
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	70 3694	20		80 4048	170		250	140	70	20	150	100
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70 3694	20		80 4048	170		250	140	70	20	150	100
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.98	0.02		1.00 3.00	1.00		2.00	1.00	1.00	1.00	0.60	0.40
Final Sat.:	1600 6366	34		1600 4800	1600		3200	1600	1600	1600	960	640
Capacity Analysis Module:												
Vol/Sat:	0.04 0.58	0.58		0.05 0.84	0.11		0.08	0.09	0.04	0.01	0.16	0.16
Crit Moves:	****			****			****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1 0		2 0 3	0 1		3 0 1	1 0		2 0 3	0 1	
Volume Module:												
Base Vol:	14 2019	400		663 2249	300		810	241	16	343	287	395
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14 2019	400		663 2249	300		810	241	16	343	287	395
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14 2019	400		663 2249	300		810	241	16	343	287	395
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	14 2019	400		663 2249	300		810	241	16	343	287	395
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14 2019	400		663 2249	300		810	241	16	343	287	395
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.34	0.66		2.00 3.00	1.00		3.00	1.88	0.12	2.00	3.00	1.00
Final Sat.:	1600 5342	1058		3200 4800	1600		4800	3001	199	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.38	0.38		0.21 0.47	0.19		0.17	0.08	0.08	0.11	0.06	0.25
Crit Moves:	****			****			****					****

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2084	320	1046	2102	400	690	556	14	316	460	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2084	320	1046	2102	400	690	556	14	316	460	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2084	320	1046	2102	400	690	556	14	316	460	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2084	320	1046	2102	400	690	556	14	316	460	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2084	320	1046	2102	400	690	556	14	316	460	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.47	0.53	2.00	3.00	1.00	3.00	1.95	0.05	2.00	3.00	1.00
Final Sat.:	1600	5548	852	3200	4800	1600	4800	3121	79	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.33	0.44	0.25	0.14	0.18	0.18	0.10	0.10	0.02
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	16	2344	86	89	1756	22	42	37	13	57	31	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2344	86	89	1756	22	42	37	13	57	31	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2344	86	89	1756	22	42	37	13	57	31	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2344	86	89	1756	22	42	37	13	57	31	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	2344	86	89	1756	22	42	37	13	57	31	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.53	0.47	1.00	0.65	0.35	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	851	749	1600	1036	564	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.05	0.06	0.37	0.01	0.03	0.05	0.01	0.04	0.06	0.03
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	19 2202		65	108 2239		75	46	41	15	74	60	195
Growth Adj:	1.00 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 2202		65	108 2239		75	46	41	15	74	60	195
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19 2202		65	108 2239		75	46	41	15	74	60	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19 2202		65	108 2239		75	46	41	15	74	60	195
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19 2202		65	108 2239		75	46	41	15	74	60	195
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00		1.00	1.00 3.00		1.00	0.53	0.47	1.00	0.55	0.45	1.00
Final Sat.:	1600 4800		1600	1600 4800		1600	846	754	1600	884	716	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.46		0.04	0.07 0.47		0.05	0.03	0.05	0.01	0.05	0.08	0.12
Crit Moves:	****			****			****					****

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	1 0 2	1	0	0 1 0	0	1	1 0 1	0	1
Volume Module:												
Base Vol:	20 1991		10	100 1911		80	90 100		50	10	70	50
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	20 1991		10	100 1911		80	90 100		50	10	70	50
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	20 1991		10	100 1911		80	90 100		50	10	70	50
Reduct Vol:	0 0	0	0	0 0	0	0	0 0	0	0	0 0	0	0
Reduced Vol:	20 1991		10	100 1911		80	90 100		50	10	70	50
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	20 1991		10	100 1911		80	90 100		50	10	70	50
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 2.99	0.02	1.00	1.00 2.88	0.12	0.47	0.53	1.00	1.00	1.00 1.00	1.00	1.00
Final Sat.:	1600 4776	24	1600	1600 4607	193	758	842	1600	1600	1600 1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.42	0.42	0.06	0.41	0.41	0.06	0.12	0.03	0.01	0.04	0.03	
Crit Moves:	****		****				****		****			

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Permitted			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	1	0	1	0	2	1	0	0	1	0	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	30	1850	20	80	2009	70	40	70	30				10	60	80					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
Initial Bse:	30	1850	20	80	2009	70	40	70	30				10	60	80					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
PHF Volume:	30	1850	20	80	2009	70	40	70	30				10	60	80					
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0					
Reduced Vol:	30	1850	20	80	2009	70	40	70	30				10	60	80					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
FinalVolume:	30	1850	20	80	2009	70	40	70	30				10	60	80					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
Lanes:	1.00	2.97	0.03	1.00	2.90	0.10	0.36	0.64	1.00				1.00	1.00	1.00					
Final Sat.:	1600	4749	51	1600	4638	162	582	1018	1600				1600	1600	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.39	0.39	0.05	0.43	0.43	0.03	0.07	0.02				0.01	0.04	0.05					
Crit Moves:	****				****		****								****					

General Plan Buildout With Project

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	180	510	150	120	130	10	500	2660	210	120	560	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	510	150	120	130	10	500	2660	210	120	560	240
Added Vol:	0	1	0	0	0	0	0	5	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	511	150	120	130	10	500	2665	210	120	561	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	511	150	120	130	10	500	2665	210	120	561	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	511	150	120	130	10	500	2665	210	120	561	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	511	150	120	130	10	500	2665	210	120	561	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.44	1.56	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	2348	852	2304	2496	3200	3200	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.18	0.05	0.05	0.00	0.16	0.56	0.13	0.08	0.12	0.15
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	350	190	150	250	400	390	50	1440	290	270	2710	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	190	150	250	400	390	50	1440	290	270	2710	200
Added Vol:	0	1	0	0	2	0	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	191	150	250	402	390	50	1442	290	270	2717	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	191	150	250	402	390	50	1442	290	270	2717	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	191	150	250	402	390	50	1442	290	270	2717	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	191	150	250	402	390	50	1442	290	270	2717	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.52	0.83	0.65	1.15	1.85	2.00	2.00	3.00	1.00	1.00	3.73	0.27
Final Sat.:	2431	1327	1042	1840	2960	3200	3200	4800	1600	1600	5961	439
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.12	0.02	0.30	0.18	0.17	0.46	0.46
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	10	330	30	10	410	160	110	960	50	30	240	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	330	30	10	410	160	110	960	50	30	240	20
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	331	30	10	413	160	110	960	50	30	240	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	331	30	10	413	160	110	960	50	30	240	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	331	30	10	413	160	110	960	50	30	240	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	331	30	10	413	160	110	960	50	30	240	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.78	0.16	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	86	2855	259	1600	1600	1600	1600	3042	158	1600	2954	246
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.01	0.26	0.10	0.07	0.32	0.32	0.02	0.08	0.08
Crit Moves:	****				****			****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #3 Placentia Avenue (NS) / Superior Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	20	450	80	10	270	230	130	430	30	30	710	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	450	80	10	270	230	130	430	30	30	710	10
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	455	80	10	272	230	130	430	30	30	710	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	455	80	10	272	230	130	430	30	30	710	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	455	80	10	272	230	130	430	30	30	710	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	455	80	10	272	230	130	430	30	30	710	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	1.64	0.29	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.97	0.03
Final Sat.:	115	2623	461	1600	1600	1600	1600	2991	209	1600	3156	44
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.01	0.17	0.14	0.08	0.14	0.14	0.02	0.22	0.23
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			2 0 1 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	150	2300	10	50	1310	230	140	350	80	50	250	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2300	10	50	1310	230	140	350	80	50	250	20
Added Vol:	0	0	6	8	0	0	0	5	0	2	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2300	16	58	1310	230	140	355	80	52	251	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2300	16	58	1310	230	140	355	80	52	251	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2300	16	58	1310	230	140	355	80	52	251	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	2300	16	58	1310	230	140	355	80	52	251	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.84	0.16
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2942	258
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.01	0.04	0.27	0.14	0.04	0.22	0.05	0.03	0.09	0.09
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	190	1170	130	10	2130	200	140	250	10	210	250	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1170	130	10	2130	200	140	250	10	210	250	110
Added Vol:	0	0	3	4	0	0	0	2	0	8	7	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1170	133	14	2130	200	140	252	10	218	257	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1170	133	14	2130	200	140	252	10	218	257	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1170	133	14	2130	200	140	252	10	218	257	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1170	133	14	2130	200	140	252	10	218	257	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.36	0.64
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	1600	1600	1600	2170	1030
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.08	0.01	0.44	0.13	0.04	0.16	0.01	0.14	0.12	0.12
Crit Moves:	****				****			****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	610	0	200	0	2090	150	0	930	890
Growth Adj:	1.00	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	610	0	200	0	2090	150	0	930	890
Added Vol:	0	0	0	1	0	0	0	5	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	611	0	200	0	2095	150	0	931	890
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	611	0	200	0	2095	0	0	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	611	0	200	0	2095	0	0	931	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	611	0	200	0	2095	0	0	931	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.13	0.00	0.65	0.00	0.00	0.19	0.00
Crit Moves:				****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	770	0	410	0	1310	180	0	2300	1350
Growth Adj:	1.00	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	770	0	410	0	1310	180	0	2300	1350
Added Vol:	0	0	0	7	0	0	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	777	0	410	0	1312	180	0	2307	1350
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	777	0	410	0	1312	0	0	2307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	777	0	410	0	1312	0	0	2307	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	777	0	410	0	1312	0	0	2307	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	0.24	0.00	0.26	0.00	0.41	0.00	0.00	0.48	0.00
Crit Moves:						****	****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 3	0	1	2 0 3	0	0	0 0 0	0	0	1 0 0	0	2
Volume Module:												
Base Vol:	0 1900		20	400	680	0	0	0	0	30	0	380
Growth Adj:	1.00 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 1900		20	400	680	0	0	0	0	30	0	380
Added Vol:	0	1	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 1901		20	400	680	0	0	0	0	30	0	380
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 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 1901		20	400	680	0	0	0	0	30	0	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 1901		20	400	680	0	0	0	0	30	0	380
PCE Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1901		20	400	680	0	0	0	0	30	0	380
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 3.00		1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0 4800		1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.40		0.01	0.13	0.14	0.00	0.00	0.00	0.00	0.02	0.00	0.12
Crit Moves:	****			****								****

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3	0 1	2 0	3	0 0	0 0	0	0 0	1 0	0	0 2
Volume Module:												
Base Vol:	0	980	40	520	1620	0	0	0	0	10	0	420
Growth Adj:	1.00	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	980	40	520	1620	0	0	0	0	10	0	420
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	981	40	520	1622	0	0	0	0	10	0	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	981	40	520	1622	0	0	0	0	10	0	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	981	40	520	1622	0	0	0	0	10	0	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	981	40	520	1622	0	0	0	0	10	0	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.16	0.34	0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:		****		****								****

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	30	1170	20	60	730	130	430	40	20	50	50	200
Growth Adj:	1.00	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	1170	20	60	730	130	430	40	20	50	50	200
Added Vol:	0	1	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	1171	20	60	730	130	430	40	20	50	50	200
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:	30	1171	20	60	730	130	430	40	0	50	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1171	20	60	730	130	430	40	0	50	50	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:	30	1171	20	60	730	130	430	40	0	50	50	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.70	0.30	1.83	0.17	1.00	1.00	1.00	1.00
Final Sat.:	1600	3146	54	1600	2716	484	2928	272	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.04	0.27	0.27	0.15	0.15	0.00	0.03	0.03	0.00
Crit Moves:		****		****			****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #8 Newport Boulevard (NS) / 32nd Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	60	810	30	80	1440	270	160	80	20	30	50	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	810	30	80	1440	270	160	80	20	30	50	220
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	811	30	80	1442	270	160	80	20	30	50	220
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:	60	811	30	80	1442	270	160	80	0	30	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	811	30	80	1442	270	160	80	0	30	50	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:	60	811	30	80	1442	270	160	80	0	30	50	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.68	0.32	1.33	0.67	1.00	0.75	1.25	1.00
Final Sat.:	1600	3086	114	1600	2695	505	2133	1067	1600	1200	2000	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.05	0.54	0.53	0.08	0.07	0.00	0.02	0.03	0.00
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.085
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	0 0		0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	90	10	370	220	2681	10	10	1685	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:	10	0	0	90	10	370	220	2681	10	10	1685	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	370	220	2681	10	10	1685	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:	10	0	0	90	10	370	220	2681	10	10	1685	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:	1.00	0.00	0.00	0.90	0.10	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	0	0	1440	160	1600	1600	3188	12	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.06	0.06	0.23	0.14	0.84	0.84	0.01	0.35	0.03
Crit Moves:	****					****		****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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:	20	10	10	110	10	400	340	2220	10	10	2920	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	110	10	400	340	2220	10	10	2920	50
Added Vol:	0	0	0	0	0	0	0	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	110	10	400	340	2227	10	10	2922	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	10	110	10	400	340	2227	10	10	2922	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	110	10	400	340	2227	10	10	2922	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	10	110	10	400	340	2227	10	10	2922	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.25	0.25	0.92	0.08	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	800	400	400	1467	133	1600	1600	3186	14	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.07	0.08	0.25	0.21	0.70	0.70	0.01	0.61	0.03
Crit Moves:	****					****	****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

****

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	30	0	40	110	2651	10	0	1695	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:	0	0	10	30	0	40	110	2651	10	0	1695	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	110	2651	10	0	1695	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:	0	0	10	30	0	40	110	2651	10	0	1695	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	1.99	0.01	0.00	2.93	0.07
Final Sat.:	0	0	1600	686	0	914	1600	3188	12	0	4689	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.04	0.07	0.83	0.83	0.00	0.36	0.36
Crit Moves:	****					****		****		****		

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Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

****

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	50	0	60	160	2070	10	0	2860	110
Added Vol:	0	0	0	0	0	0	0	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	50	0	60	160	2077	10	0	2862	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	50	0	60	160	2077	10	0	2862	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	50	0	60	160	2077	10	0	2862	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	50	0	60	160	2077	10	0	2862	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.45	0.00	0.55	1.00	1.99	0.01	0.00	2.89	0.11
Final Sat.:	0	0	1600	727	0	873	1600	3185	15	0	4622	178
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.03	0.00	0.07	0.10	0.65	0.65	0.00	0.62	0.62
Crit Moves:	****					****	****				****	

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Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3		1 0	1 0 2		1 1	2 1		1 0 1	1 0 2		1 1
Volume Module:												
Base Vol:	41	3692	10	20	2734	404	774	187	70	20	251	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	3692	10	20	2734	404	774	187	70	20	251	110
Added Vol:	0	2	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	3694	10	20	2740	404	774	187	70	20	251	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3694	10	20	2740	404	774	187	70	20	251	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	3694	10	20	2740	404	774	187	70	20	251	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	3694	10	20	2740	404	774	187	70	20	251	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.78	1.22
Final Sat.:	1600	6383	17	1600	4800	1600	4800	1600	1600	1600	4450	1950
Capacity Analysis Module:												
Vol/Sat:	0.03	0.58	0.58	0.01	0.57	0.25	0.16	0.12	0.04	0.01	0.06	0.06
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	2	1	1		2	1	1	0	1		1	0	2	1	1	
Volume Module:																								
Base Vol:	174	2961	100				70	3400	547				807	384	160				60	277	50			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	174	2961	100				70	3400	547				807	384	160				60	277	50			
Added Vol:	0	8	0				0	3	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	174	2969	100				70	3403	547				807	384	160				60	277	50			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	174	2969	100				70	3403	547				807	384	160				60	277	50			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	174	2969	100				70	3403	547				807	384	160				60	277	50			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	174	2969	100				70	3403	547				807	384	160				60	277	50			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	3.87	0.13				1.00	3.00	1.00				2.71	1.29	1.00				1.00	3.00	1.00			
Final Sat.:	1600	6191	209				1600	4800	1600				4337	2063	1600				1600	4800	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.48	0.48				0.04	0.71	0.34				0.19	0.19	0.10				0.04	0.06	0.03			
Crit Moves:	****							****					****							****				

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	10	3583	30	50	2684	20	20	10	10	50	10	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3583	30	50	2684	20	20	10	10	50	10	240
Added Vol:	0	2	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	3585	30	50	2690	20	20	10	10	50	10	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	3585	30	50	2690	20	20	10	10	50	10	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3585	30	50	2690	20	20	10	10	50	10	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	3585	30	50	2690	20	20	10	10	50	10	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	0.67	0.33	1.00	1.00	0.04	0.96
Final Sat.:	1600	6347	53	1600	4800	1600	1067	533	1600	1600	64	1536
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.03	0.56	0.01	0.01	0.02	0.01	0.03	0.16	0.16
Crit Moves:		****		****			****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	40	3095	60	120	3360	110	20	30	30	50	30	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3095	60	120	3360	110	20	30	30	50	30	170
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	3103	60	120	3363	110	20	30	30	50	30	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3103	60	120	3363	110	20	30	30	50	30	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3103	60	120	3363	110	20	30	30	50	30	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3103	60	120	3363	110	20	30	30	50	30	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.15	0.85
Final Sat.:	1600	6279	121	1600	4800	1600	640	960	1600	1600	240	1360
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.08	0.70	0.07	0.01	0.03	0.02	0.03	0.13	0.13
Crit Moves:	****				****		****				****	

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0	0	0	0 2	1 0	1	0 0	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	591	3443	0	0	2744	40	40	0	658	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:	591	3443	0	0	2744	40	40	0	658	0	0	0
Added Vol:	0	2	0	0	6	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	591	3445	0	0	2750	40	40	0	659	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	591	3445	0	0	2750	40	40	0	659	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	3445	0	0	2750	40	40	0	659	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	591	3445	0	0	2750	40	40	0	659	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	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4731	69	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.00	0.00	0.58	0.58	0.03	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****					****			****			

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.293
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Ovl						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	4	0	0		0	0	2	1	0		1	0	0	0	2		0	0	0	0	0	
Volume Module:																								
Base Vol:	919	3035		0			0	3330		100			50		0		928		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:	919	3035		0			0	3330		100			50		0		928		0		0		0	
Added Vol:	2	8		0			0	3		0			0		0		1		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	921	3043		0			0	3333		100			50		0		929		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	921	3043		0			0	3333		100			50		0		929		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	921	3043		0			0	3333		100			50		0		929		0		0		0	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	921	3043		0			0	3333		100			50		0		929		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	4.00		0.00			0.00	2.91		0.09			1.00		0.00		2.00		0.00		0.00		0.00	
Final Sat.:	3200	6400		0			0	4660		140			1600		0		3200		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.29	0.48		0.00			0.00	0.72		0.72			0.03		0.00		0.29		0.00		0.00		0.00	
Crit Moves:	****							****									****							

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 3	0	1	2 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	60 3854		20	130 3202		120	200	70	50	20	50	60
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60 3854		20	130 3202		120	200	70	50	20	50	60
Added Vol:	0 2		0	0 7		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	60 3856		20	130 3209		120	200	70	50	20	50	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:	60 3856		20	130 3209		120	200	70	50	20	50	60
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	60 3856		20	130 3209		120	200	70	50	20	50	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:	60 3856		20	130 3209		120	200	70	50	20	50	60
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.98		0.02	1.00 3.00		1.00	2.00	1.00	1.00	1.00	0.45	0.55
Final Sat.:	1600 6367		33	1600 4800		1600	3200	1600	1600	1600	727	873
Capacity Analysis Module:												
Vol/Sat:	0.04 0.61		0.61	0.08 0.67		0.08	0.06	0.04	0.03	0.01	0.07	0.07
Crit Moves:	****			****			****					****

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.122
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 3	0	1	2 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	70 3694		20	80 4048		170	250	140	70	20 150		100
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00 1.00		1.00
Initial Bse:	70 3694		20	80 4048		170	250	140	70	20 150		100
Added Vol:	0 10		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:	70 3704		20	80 4052		170	250	140	70	20 150		100
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00 1.00		1.00
PHF Volume:	70 3704		20	80 4052		170	250	140	70	20 150		100
Reduct Vol:	0 0		0	0 0		0	0	0	0	0 0		0
Reduced Vol:	70 3704		20	80 4052		170	250	140	70	20 150		100
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00 1.00		1.00
FinalVolume:	70 3704		20	80 4052		170	250	140	70	20 150		100
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00 1.00		1.00
Lanes:	1.00 3.98		0.02	1.00 3.00		1.00	2.00	1.00	1.00	1.00 0.60		0.40
Final Sat.:	1600 6366		34	1600 4800		1600	3200	1600	1600	1600 960		640
Capacity Analysis Module:												
Vol/Sat:	0.04 0.58		0.58	0.05 0.84		0.11	0.08	0.09	0.04	0.01 0.16		0.16
Crit Moves:	****			****			****			****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	2 0 3	0	1	3 0 1	1	0	2 0 3	0	1
Volume Module:												
Base Vol:	14 2019		400	663 2249		300	810	241	16	343	287	395
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14 2019		400	663 2249		300	810	241	16	343	287	395
Added Vol:	0 2		0	0 7		0	0	0	0	1	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	14 2021		400	663 2256		300	810	241	16	344	287	395
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14 2021		400	663 2256		300	810	241	16	344	287	395
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	14 2021		400	663 2256		300	810	241	16	344	287	395
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14 2021		400	663 2256		300	810	241	16	344	287	395
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.34		0.66	2.00 3.00		1.00	3.00	1.88	0.12	2.00	3.00	1.00
Final Sat.:	1600 5343		1057	3200 4800		1600	4800	3001	199	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.38		0.38	0.21 0.47		0.19	0.17	0.08	0.08	0.11	0.06	0.25
Crit Moves:	****			****			****					****

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2084	320	1046	2102	400	690	556	14	316	460	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2084	320	1046	2102	400	690	556	14	316	460	25
Added Vol:	0	10	2	0	4	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2094	322	1046	2106	400	690	556	14	317	460	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2094	322	1046	2106	400	690	556	14	317	460	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2094	322	1046	2106	400	690	556	14	317	460	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2094	322	1046	2106	400	690	556	14	317	460	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.47	0.53	2.00	3.00	1.00	3.00	1.95	0.05	2.00	3.00	1.00
Final Sat.:	1600	5547	853	3200	4800	1600	4800	3121	79	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.33	0.44	0.25	0.14	0.18	0.18	0.10	0.10	0.02
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	16	2344	86	89	1756	22	42	37	13	57	31	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2344	86	89	1756	22	42	37	13	57	31	50
Added Vol:	0	2	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:	16	2346	86	89	1764	22	42	37	13	57	31	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2346	86	89	1764	22	42	37	13	57	31	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2346	86	89	1764	22	42	37	13	57	31	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	2346	86	89	1764	22	42	37	13	57	31	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.53	0.47	1.00	0.65	0.35	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	851	749	1600	1036	564	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.05	0.06	0.37	0.01	0.03	0.05	0.01	0.04	0.06	0.03
Crit Moves:		****		****				****		****		

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	0 1	0	1	0 1	0	0 1
Volume Module:												
Base Vol:	19 2202		65	108 2239		75	46	41	15	74	60	195
Growth Adj:	1.00 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 2202		65	108 2239		75	46	41	15	74	60	195
Added Vol:	0 12		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:	19 2214		65	108 2243		75	46	41	15	74	60	195
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19 2214		65	108 2243		75	46	41	15	74	60	195
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	19 2214		65	108 2243		75	46	41	15	74	60	195
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19 2214		65	108 2243		75	46	41	15	74	60	195
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00		1.00	1.00 3.00		1.00	0.53	0.47	1.00	0.55	0.45	1.00
Final Sat.:	1600 4800		1600	1600 4800		1600	846	754	1600	884	716	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.46		0.04	0.07 0.47		0.05	0.03	0.05	0.01	0.05	0.08	0.12
Crit Moves:	****			****			****					****

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			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	1 0	1 0	2	1 0	0 1	0	0 1		1 0	1	0 1	
Volume Module:														
Base Vol:	20	1991	10	100	1911	80	90	100	50		10	70	50	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	1991	10	100	1911	80	90	100	50		10	70	50	
Added Vol:	0	2	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:	20	1993	10	100	1919	80	90	100	50		10	70	50	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	1993	10	100	1919	80	90	100	50		10	70	50	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	20	1993	10	100	1919	80	90	100	50		10	70	50	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	1993	10	100	1919	80	90	100	50		10	70	50	
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.99	0.02	1.00	2.88	0.12	0.47	0.53	1.00		1.00	1.00	1.00	
Final Sat.:	1600	4776	24	1600	4608	192	758	842	1600		1600	1600	1600	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.42	0.42	0.06	0.42	0.42	0.06	0.12	0.03		0.01	0.04	0.03	
Crit Moves:		****		****				****			****			

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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	1	0		1	0	2	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	30	1850		20			80	2009		70			40		70		30		10		60		80	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	30	1850		20			80	2009		70			40		70		30		10		60		80	
Added Vol:	0	12		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:	30	1862		20			80	2013		70			40		70		30		10		60		80	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	30	1862		20			80	2013		70			40		70		30		10		60		80	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	30	1862		20			80	2013		70			40		70		30		10		60		80	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	30	1862		20			80	2013		70			40		70		30		10		60		80	
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	2.97		0.03			1.00	2.90		0.10			0.36		0.64		1.00		1.00		1.00		1.00	
Final Sat.:	1600	4749		51			1600	4639		161			582		1018		1600		1600		1600		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.39		0.39			0.05	0.43		0.43			0.03		0.07		0.02		0.01		0.04		0.05	
Crit Moves:	****							****					****										****	

APPENDIX D

Approved Project Data

Traffic Phasing Data
Projects Less Than 100% Complete

Project Number	Project Name	Percent
148	FASHION ISLAND EXPANSION	40 %
154	TEMPLE BAT YAHM EXPANSION	65 %
555	CIOSA - IRVINE PROJECT	91 %
910	NEWPORT DUNES	0 %
936	1401 DOVE STREET	0 %
945	HOAG HOSPITAL PHASE III	0 %
949	ST. MARK PRESBYTERIAN CHU	77 %
951	CORPORATE PLAZA WEST PHAS	60 %
952	MARINER'S MILE GATEWAY	0 %
954	OLQA CHURCH EXPANSION	0 %
955	2300 NEWPORT BLVD	0 %
957	NEWPORT EXECUTIVE COURT	0 %
958	HOAG HEALTH CENTER	50 %
959	NORTH NEWPORT CENTER	0 %
960	SANTA BARBARA CONDO (MARR	0 %

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 1855 — Int. Name: COAST HWY W / SUPERIOR AVE BALBOA BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	7	15	73	42	1	6			3	12	24	49			42	
PM	9	68	71	67		8	1		14	55	32	36	3		67	

Int. Number: 3060 — Int. Name: COAST HWY W / DOVER DR BAYSHORE DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		27	104	98				9		18	10	93			91	7
PM		26	166	139				3		23	34	132			127	12

Int. Number: 2620 — Int. Name: NEWPORT BLVD / COAST HWY W

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		52	16	42				17		35		12	4		42	
PM		64	83	26				44		19		76	7		26	

Int. Number: 2630 — Int. Name: RIVERSIDE AVE / COAST HWY W

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		2	103	93				2				103			92	1
PM		2	138	142				2				138			139	3

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 2635 — Int. Name: COAST HWY W / TUSTIN AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM			108	93								108			93	
PM			140	143								140			143	

Int. Number: 2260 — Int. Name: COAST HWY W / PROSPECT ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM			62	37								62			37	
PM			56	95								56			95	

Int. Number: 2285 — Int. Name: COAST HWY W / ORANGE ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM			62	37								62			37	
PM			56	95								56			95	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 1415 Int. Name: NEWPORT BLVD / VIA LIDO SHORT ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	22	7				22			7							
PM	14	35				14			35							

Int. Number: 1310 Int. Name: NEWPORT BLVD / 32ND ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	6	3	1			6			3		1					
PM	8	14				8			14							

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 2565
Int. Name: SUPERIOR AVE / PLACENTIA AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	28	5	30	27		4	24		5			30		12	15	
PM	38	2	40	124		6	32		2			40		55	69	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number	Int. Name
2480	BEACON ST / HOSPITAL RD NEWPORT BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	72	75	21	1	23	49			64	10	12		9		1	
PM	95	68	60		26	69			62	6	19		41			

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number	Int. Name
2490	HOSPITAL RD / SUPERIOR AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	30	15				30			15							
PM	40	69				40			69							

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number	Int. Name
2485	HOSPITAL RD / PLACENTIA AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	22	16		33		10	12	9	8					15		18
PM	34	57		32		14	19	41	16					8		24

APPENDIX E

TPO One-Percent Analysis
Calculation Worksheets

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SUPERIOR AVENUE & HOSPITAL ROAD

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1764	0	30	1794	18	1
Southbound	506	0	15	521	5	0
Eastbound	0	0	0	0	0	0
Westbound	87	0	0	87	1	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SUPERIOR AVENUE & HOSPITAL ROAD

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	702	0	40	742	7	1
Southbound	873	0	69	942	9	0
Eastbound	0	0	0	0	0	0
Westbound	536	0	0	536	5	2

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SUPERIOR AVENUE & WEST COAST HIGHWAY

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	548	0	7	555	6	1
Southbound	582	0	15	597	6	0
Eastbound	2834	57	73	2964	30	6
Westbound	1018	23	42	1083	11	2

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: SUPERIOR AVENUE & WEST COAST HIGHWAY

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	540	0	9	549	5	1
Southbound	1181	0	69	1250	13	2
Eastbound	1487	30	71	1588	16	4
Westbound	2242	56	67	2365	24	9

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: PLACENTIA AVENUE & SUPERIOR AVENUE

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	296	0	28	324	3	1
Southbound	611	0	5	616	6	4
Eastbound	1182	0	30	1212	12	0
Westbound	309	0	27	336	3	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: PLACENTIA AVENUE & SUPERIOR AVENUE

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	414	0	38	452	5	7
Southbound	493	0	2	495	5	3
Eastbound	665	0	40	705	7	0
Westbound	732	0	124	856	9	0

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: PLACENTIA AVENUE & HOSPITAL ROAD

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	106	0	22	128	1	0
Southbound	383	0	17	400	4	4
Eastbound	385	0	0	385	4	1
Westbound	649	0	33	682	7	1

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: PLACENTIA AVENUE & HOSPITAL ROAD

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	172	0	33	205	2	0
Southbound	407	0	57	464	5	3
Eastbound	329	0	0	329	3	1
Westbound	650	0	32	682	7	9

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & HOSPITAL ROAD

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1598	41	72	1711	17	7
Southbound	1490	32	74	1596	16	10
Eastbound	520	0	21	541	5	6
Westbound	317	0	1	318	3	7

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & HOSPITAL ROAD

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1387	36	95	1518	15	5
Southbound	1766	45	68	1879	19	6
Eastbound	615	0	60	675	7	4
Westbound	337	0	0	337	3	36

[ ] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[X] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & WEST COAST HIGHWAY

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	671	0	52	723	7	2
Eastbound	2270	62	16	2348	23	6
Westbound	1161	24	42	1227	12	2

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & WEST COAST HIGHWAY

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	979	0	63	1042	10	9
Eastbound	1420	38	83	1541	15	4
Westbound	2310	55	26	2391	24	9

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & VIA LIDO

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1301	0	22	1323	13	1
Southbound	1243	0	7	1250	13	0
Eastbound	0	0	0	0	0	0
Westbound	333	0	0	333	3	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & VIA LIDO

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1348	0	14	1362	14	1
Southbound	1850	0	35	1885	19	2
Eastbound	0	0	0	0	0	0
Westbound	434	0	0	434	4	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & 32ND STREET

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	912	0	6	918	9	1
Southbound	857	0	3	860	9	0
Eastbound	306	0	1	307	3	0
Westbound	120	0	0	120	1	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: NEWPORT BOULEVARD & 32ND STREET

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	924	0	8	932	9	1
Southbound	1335	0	14	1349	13	2
Eastbound	233	0	0	233	2	0
Westbound	163	0	0	163	2	0

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: RIVERSIDE AVENUE & WEST COAST HIGHWAY

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1	0	0	1	0	0
Southbound	385	0	2	387	4	0
Eastbound	2209	57	103	2369	24	2
Westbound	1208	34	93	1335	13	6

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: RIVERSIDE AVENUE & WEST COAST HIGHWAY

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	23	0	0	23	0	0
Southbound	504	0	2	506	5	0
Eastbound	1622	41	138	1801	18	9
Westbound	2236	65	142	2443	24	4

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: TUSTIN AVENUE & WEST COAST HIGHWAY

(Existing Traffic Volumes Based on Average Daily Traffic 2009 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	0	0	0	0	0	0
Southbound	48	0	0	48	0	0
Eastbound	2035	60	108	2203	22	2
Westbound	1255	37	93	1385	14	6

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

INTERSECTION: TUSTIN AVENUE & WEST COAST HIGHWAY

(Existing Traffic Volumes Based on Average Daily Traffic 2009 PM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	3	0	0	3	0	0
Southbound	82	0	0	82	1	0
Eastbound	1490	41	140	1671	17	9
Westbound	2282	67	143	2492	25	4

[X] Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

[ ] Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: Old Newport Boulevard Sub-Area Project **DATE:** 9/14/2009

APPENDIX F

Cumulative Project Data

Table F-1

Cumulative Project Traffic Generation

Project	Peak Hour						Daily
	Morning			Evening			
	Inbound	Outbound	Total	Inbound	Outbound	Total	
Newport Coast - TAZ 1	74	244	318	238	159	397	3,928
Newport Coast - TAZ 2	91	327	418	327	183	510	5,105
Newport Coast - TAZ 3	51	178	229	178	102	280	2,794
Newport Coast - TAZ 4	56	186	242	184	113	297	2,960
Subtotal	272	935	1,207	927	557	1,484	14,787
WPI-Newport, LLC	17	-17	0	-36	-8	-44	3
Pres Office Building B	23	3	26	4	21	25	184
Mariner's Medical Arts	22	6	28	11	31	42	442
Koll-Conexant	-348	338	-10	316	-221	95	2,764
Newport Banning Ranch	179	591	770	672	406	1,078	11,858
Pacific Medical Plaza	139	-2	137	33	179	212	2,177
Ocean Lofts	-35	74	39	77	-15	62	1,043
Westside Lofts	-29	51	22	52	-26	26	526
Plaza Residences	16	77	93	75	38	113	1,192
Total	256	2,056	2,312	2,131	962	3,093	34,976

Cumulative Project List - May 2009

Projects of significant size to have a potential cumulative impact

Note: Highlighted projects do not result in an increase in traffic generation; however, may have other cumulative impacts to consider (i.e. construction, noise, air quality).

[redacted]	[redacted]	[redacted]
Mariner's Medical Arts	1901 Westcliff Dr.	12,245 g.s.f. medical office addition
City Hall & Park Development	1100 Avocado Ave	• 98,000 g.s.f. City Hall • 17,135 g.s.f. library expansion • 450-space parking structure • 15 ac. park
WPI-Newport, LLC	4699 Jamboree Rd/ 5190 Campus Drive	New office building and remodel of existing office and bank buildings to accommodate office space, bank, retail, and restaurant uses: **Existing: 21,023 g.s.f.** • Office:10,800 g.s.f. • Bank:10,221 g.s.f. **New: 33,151 g.s.f.** • Office: 41,181 n.s.f./43,951 g.s.f. • Bank: 5,423 n.s.f./5,744 g.s.f. • Retail: 2,140 n.s.f./2,214 g.s.f. • Restaurant:2,130 n.s.f/2,263 g.s.f./990 n.p.a
Banning Ranch	4520 W. Coast Hwy	1,375 d.u., 75,000 g.s.f. commercial retail, 75-room accommodations, parks, and open space.
Sunset Ridge Park	4850 W. Coast Hwy	13.67 ac. active park
Old Newport GPA	328 – 340 Old Newport Blvd.	**New:** 25,725 total g.s.f. medical office **Existing uses:** • 328 – 5000 sf office • 332 – 3012 sf all medical • 340 – 5000 sf gen office, 1 res. d.u.
Marina Park	1700 Balboa Blvd	10.45 ac. public marina, beach, park with recreational facilities as follows: • Balboa Center Complex: 26,990 g.s.f. • Visiting Vessel Marina: 23 Slips • Marina Services Building (laundry, offices, etc.): 1,328 g.s.f. • Girl Scout House: 5,500 g.s.f. • Parking 153 spaces
Pres Office Building B	4300 Von Karmen	16,742 g.s.f. office (14,995 n.s.f.)
Conexant/Koll	4311 Jamboree Rd	**New:** 974 res. d.u, total (714 d.u.-Conexant site and 260

Conceptual Plan	4343 Von Karman Ave	d.u.-Koll site). **Existing**: • 167,000 g.s.f. office • 269,000 g.s.f. industrial
AERIE	201 Carnation Ave	New 6-unit condominium with subterranean parking 2,300 cy grading Existing 14 apartment d.u.
Coast Community College District	1505-1533 Monrovia Ave	**New**: 67,000 g.s.f. higher education learning center. **Existing**: • 1505-1519: 3 sheds (? S.f.) and 3600 g.s.f. warehouse • 1527-1533: 10,000 g.s.f industrial & 19,574 g.s.f. office
Newport Coast		**See Attached**

TABLE 12-1 NEWPORT COAST

TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Condominium/Townhouse	DU	0.17	0.49	0.47	0.36	8.10
Multi Family Dwelling	DU	0.90	0.42	0.43	0.20	6.47
Single Family Detached Residential	DU	0.20	0.70	0.70	0.40	11.00
State Park (gross acres)	AC	0.21	0.90	0.29	0.31	19.15

0.09

Verify trip gen

[1] Source: City of Newport Beach Trip Generation Rates

[2] DU = Dwelling Units
AC = Acres

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TABLE 12-2

PROJECT TRIP GENERATION

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS[1]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
1	1A	Condominium/Townhouse	121	DU	21	59	57	44	980
	1B	Single Family Detached Residential	36	DU	7	25	25	14	396
	1C	Condominium/Townhouse	888	DU	151	435	417	320	7,193
	2A	Single Family Detached Residential	206	DU	41	144	144	82	2,266
	13C	Multi Family Dwelling	116	DU	104	49	50	23	751
	13D	Multi Family Dwelling	116	DU	104	49	50	23	751
	13E	Multi Family Dwelling	116	DU	104	49	50	23	751
TOTAL FOR TAZ 1					532	810	793	529	13,088
2	3A	Single Family Detached Residential	347	DU	69	243	243	139	3,817
	3B	Single Family Detached Residential	450	DU	90	315	315	180	4,950
	4B	Single Family Detached Residential	587	DU	117	411	411	235	6,457
	13A	Multi Family Dwelling	117	DU	105	49	50	23	757
	13B	Multi Family Dwelling	117	DU	105	49	50	23	757
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	17	State Park (gross acres)	2,807	AC	589	2,526	814	870	53,754
TOTAL FOR TAZ 2					1,080	3,611	1,901	1,480	70,778
3	2B	Single Family Detached Residential	62	DU	12	43	43	25	682
	4A	Single Family Detached Residential	784	DU	157	549	549	314	8,624
TOTAL FOR TAZ 3					169	592	592	339	9,306
4	2C	Single Family Detached Residential	307	DU	61	215	215	123	3,377
	5	Single Family Detached Residential	300	DU	60	210	210	120	3,300
	6	Single Family Detached Residential	75	DU	15	53	53	30	825
	8	Condominium/Townhouse	289	DU	49	142	136	104	2,341
TOTAL FOR TAZ 4					185	620	614	377	9,843
TOTAL FOR ALL ZONES					1,966	5,633	3,900	2,725	103,015

[1] DU = Dwelling Units
AC = Acres

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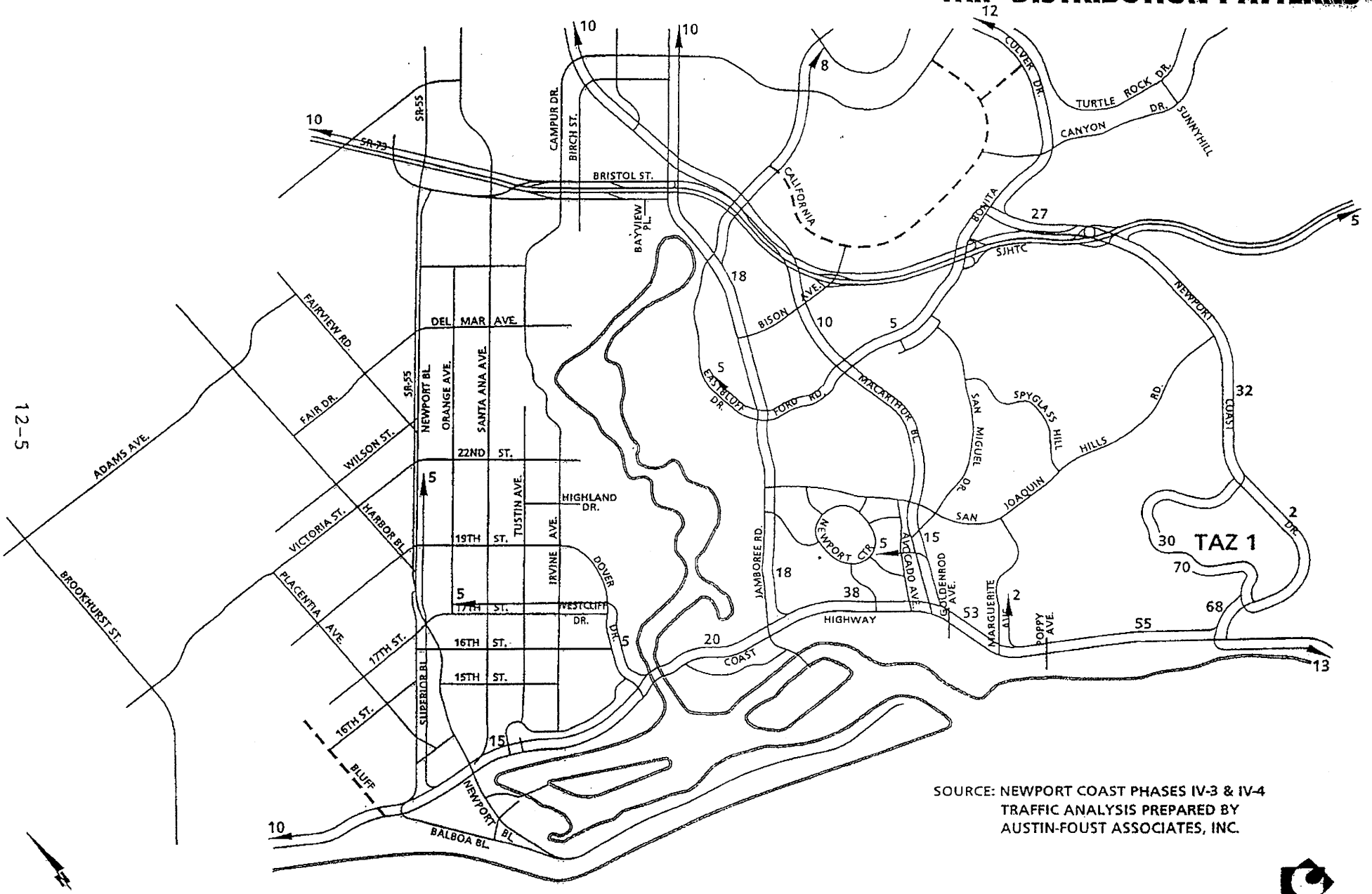
- 70% OF DU'S ARE BUILT. ONLY 30% IS CUMULATIVE PROJECT THE

- ASSUME STATE PARK IS EXISTING.

NEWPORT COAST TRAFFIC ANALYSIS
TRIP DISTRIBUTION PATTERNS

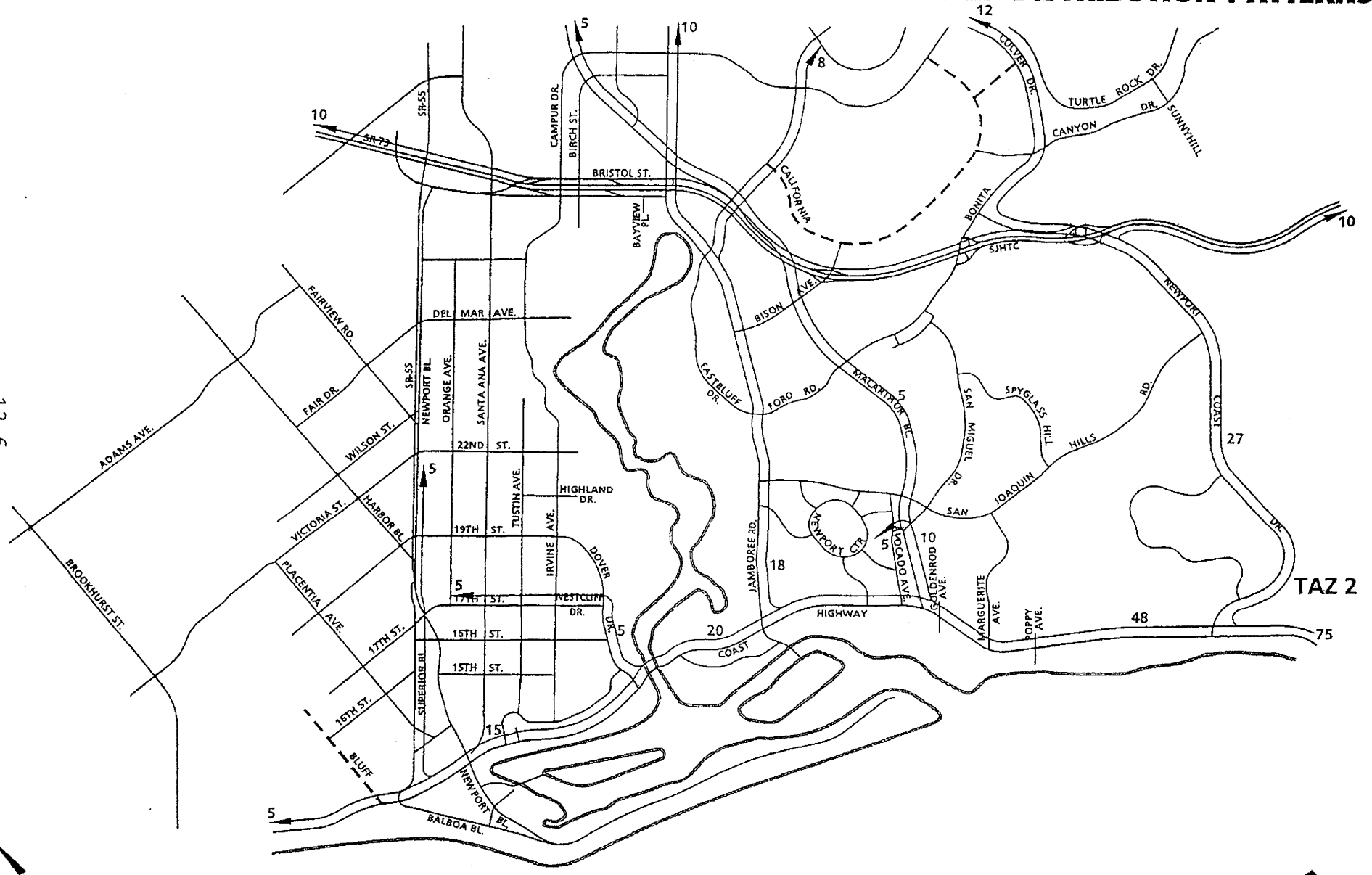


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4
TRAFFIC ANALYSIS PREPARED BY
AUSTIN-FOUST ASSOCIATES, INC.

URBAN CROSSROADS

EXHIBI 12-B

NEWPORT COAST TRAFFIC ANALYSIS ZONE 2
TRIP DISTRIBUTION PATTERNS

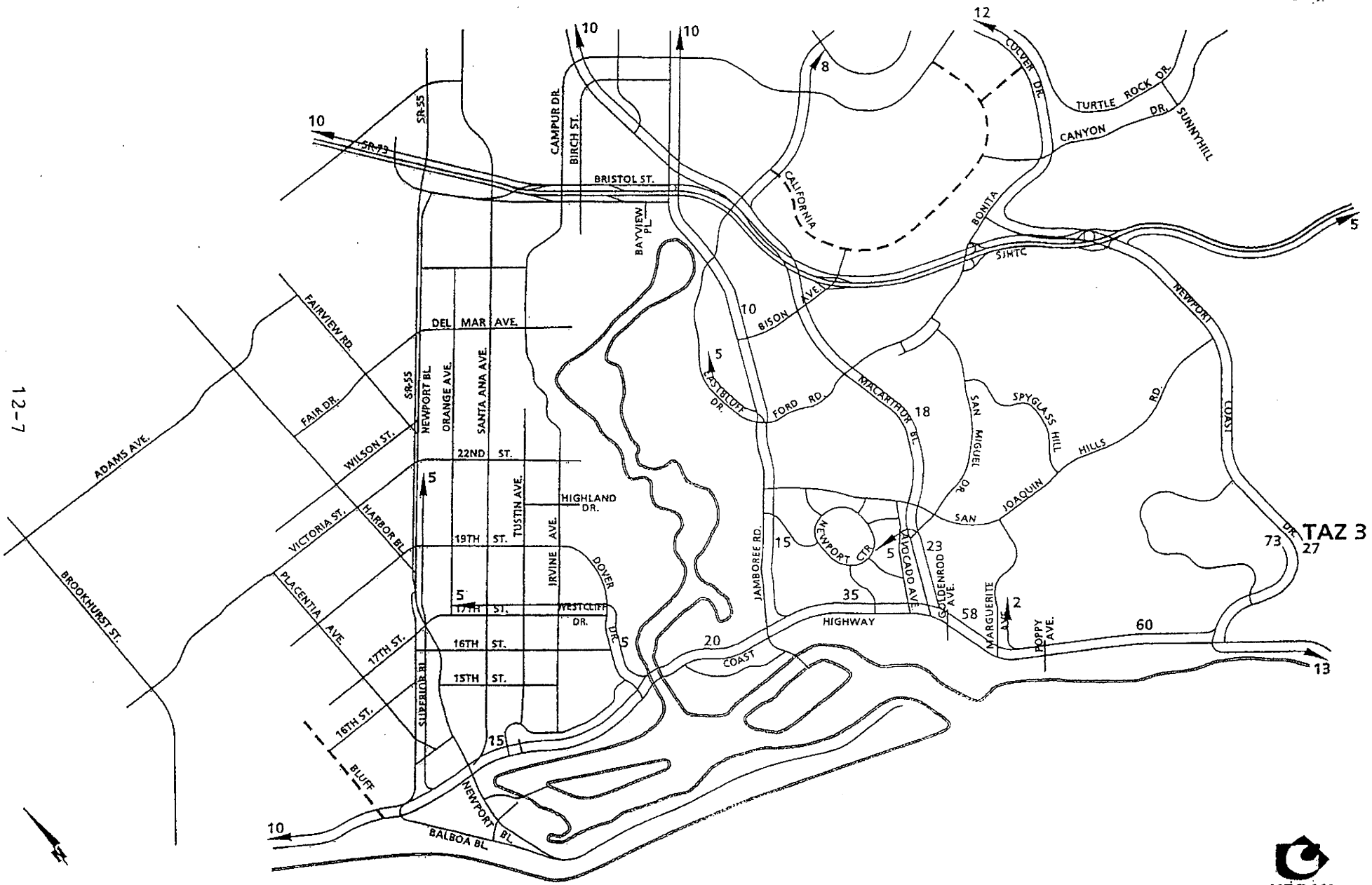


12-6

NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:17

URBAN CROSSROADS

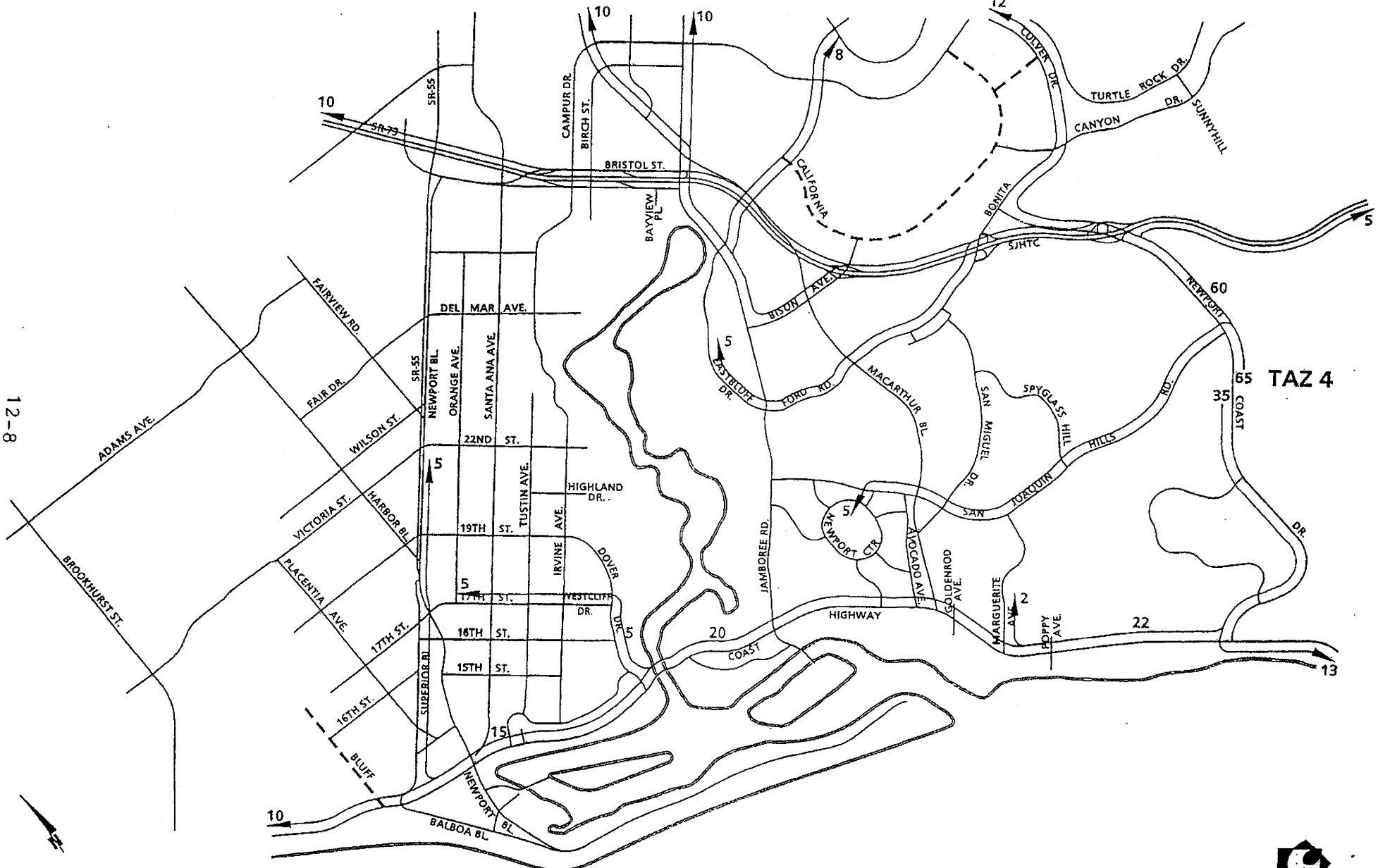
NEWPORT COAST TRAFFIC ANALYSIS
TRIP DISTRIBUTION PATTERNS



URBAN CROSSROADS

EXHIBIT 12-C

NEWPORT COAST TRAFFIC ANALYSIS ZONE 4
TRIP DISTRIBUTION PATTERNS



12-8

NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:12

URBAN CROSSROADS

WPI-Newport, LLC
4699 Jamboree Road - 5190 Campus Drive

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Bank-Drive In	ITE-8th		TSF	6.92	5.43	12.35	12.91	12.91	25.82	148.15
Specialty Retail Center*	ITE-8th		TSF	0.61	0.39	1.00	1.19	1.52	2.71	44.32
Quality Restaurant**	ITE-8th		TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95

Note * - Specialty Retail AM trip generation rate is unavailable. Shopping Center AM peak hour trip generation rate used.
** - AM distribution for AM peak hour of generator used.

Existing Use

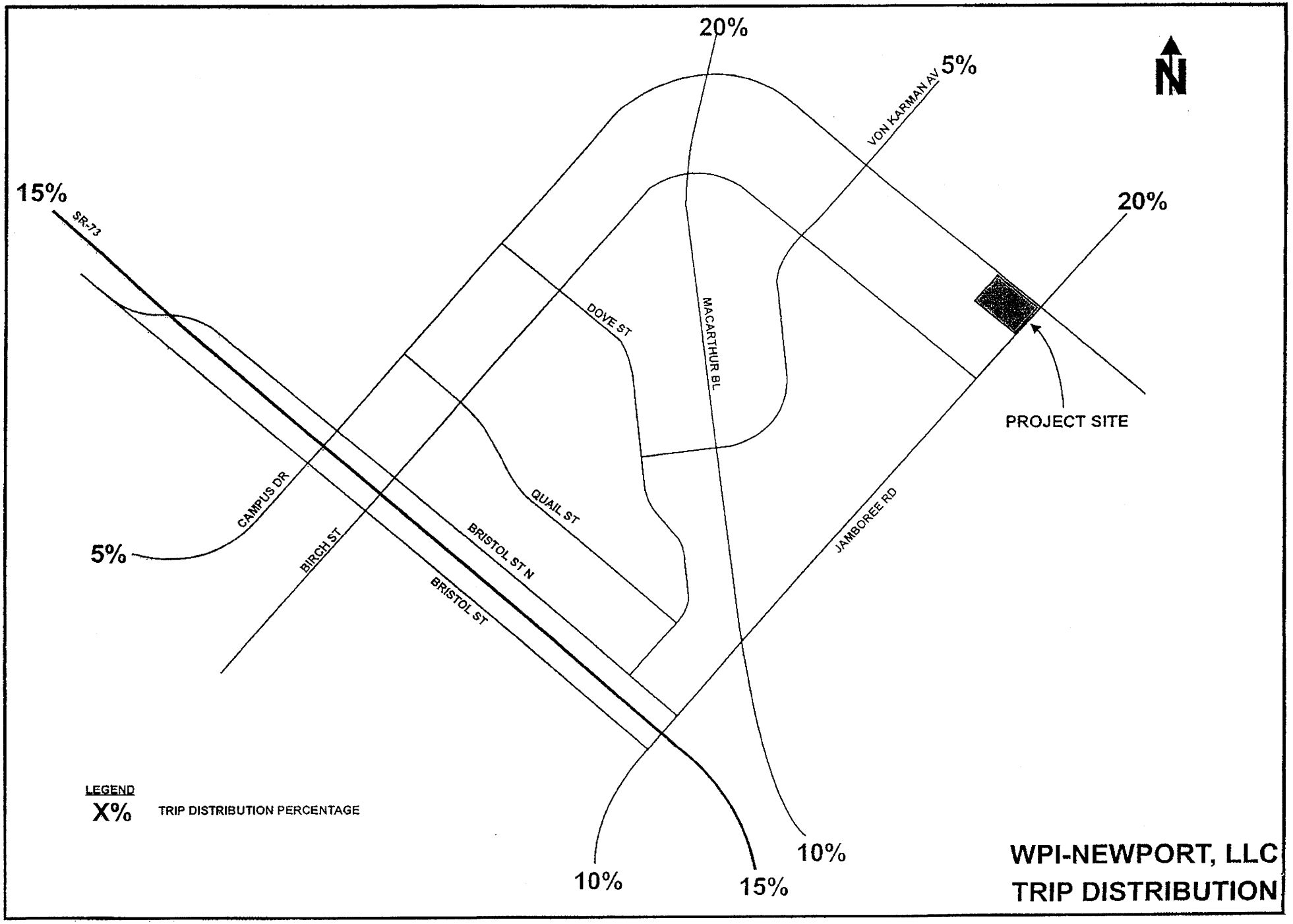
Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	10.8	TSF	15	2	17	3	13	16	119
Bank	ITE-8th	10.221	TSF	71	56	126	132	132	264	1514
	ITE-8th									
	ITE-8th									
Total				85	58	143	135	145	280	1633

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	43.951	TSF	60	8	68	11	54	65	484
Bank	ITE-8th	5.744	TSF	40	31	71	74	74	148	851
Retail	ITE-8th	2.214	TSF	1	1	2	3	3	6	98
Restaurant	ITE-8th	2.263	TSF	1	0	2	11	6	17	204
Total				102	41	143	99	138	237	1637

Net Increase				**17**	**-17**	**0**	**-36**	**-8**	**-43**	**3**

Note: Do not assign negative trips to the circulation system.


20%
5%
VON KARMAN AV
15%
SR-73
20%
DOVE ST
MACARTHUR BL
PROJECT SITE
CAMPUS DR
QUAIL ST
5%
BIRCH ST
BRISTOL ST N
JAMBOREE RD
BRISTOL ST
10%
10%
15%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
WPI-NEWPORT, LLC
TRIP DISTRIBUTION

Pres Office Building B
4300 Von Karman

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
	ITE-8th									
	ITE-8th									
	ITE-8th									

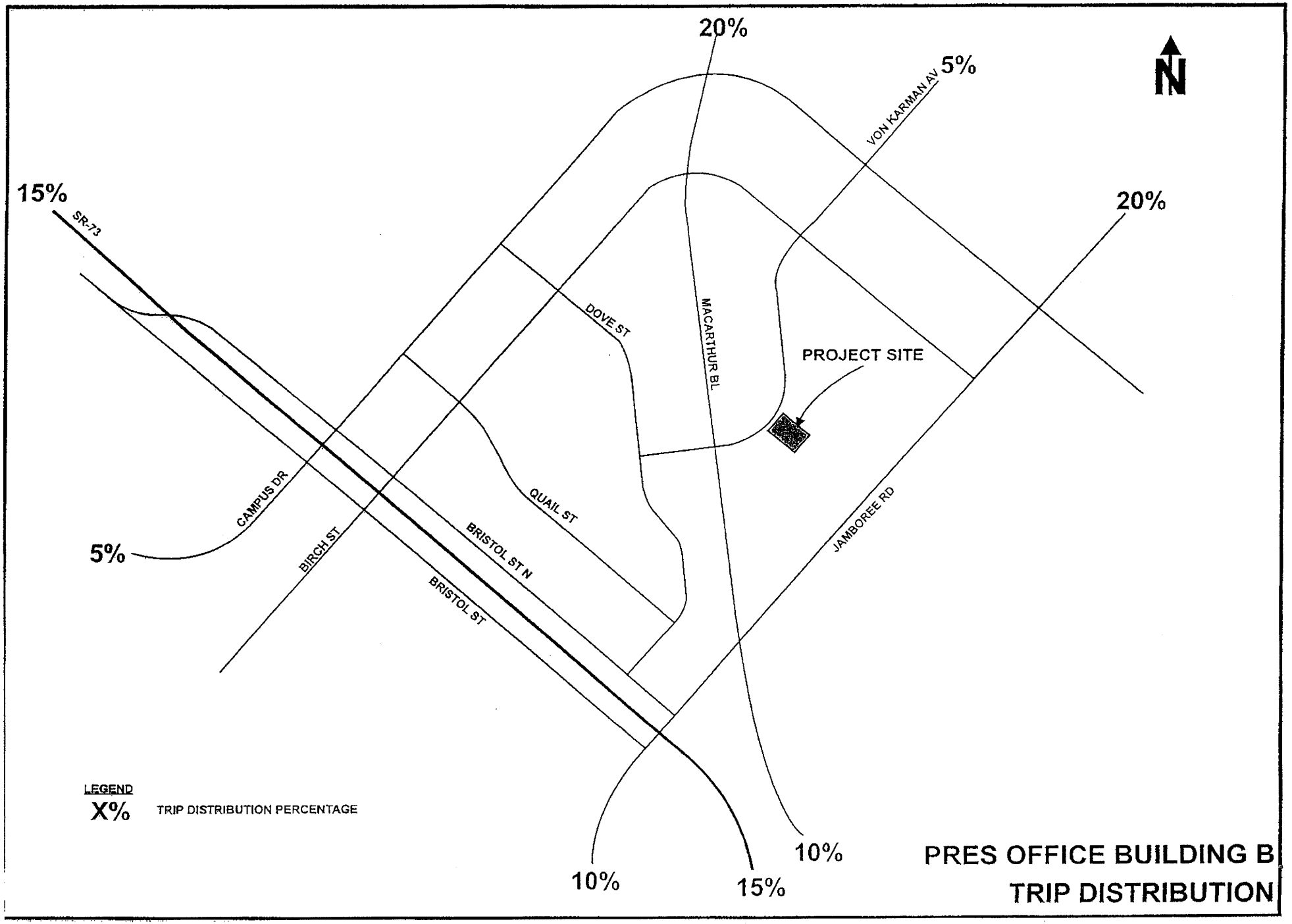
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total						0			0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	16.742	TSF	23	3	26	4	21	25	184
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total				23	3	26	4	21	25	184

Net Increase				23	3	26	4	21	25	184


20%
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SR-73
20%
DOVE ST
MACARTHUR BL
PROJECT SITE
CAMPUS DR
QUAIL ST
5%
BIRCH ST
BRISTOL ST N
JAMBOREE RD
BRISTOL ST
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
10%
15%
PRES OFFICE BUILDING B
TRIP DISTRIBUTION

Mariner's Medical Arts
1901 Westcliff Drive

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th		TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13
	ITE-8th									
	ITE-8th									
	ITE-8th									

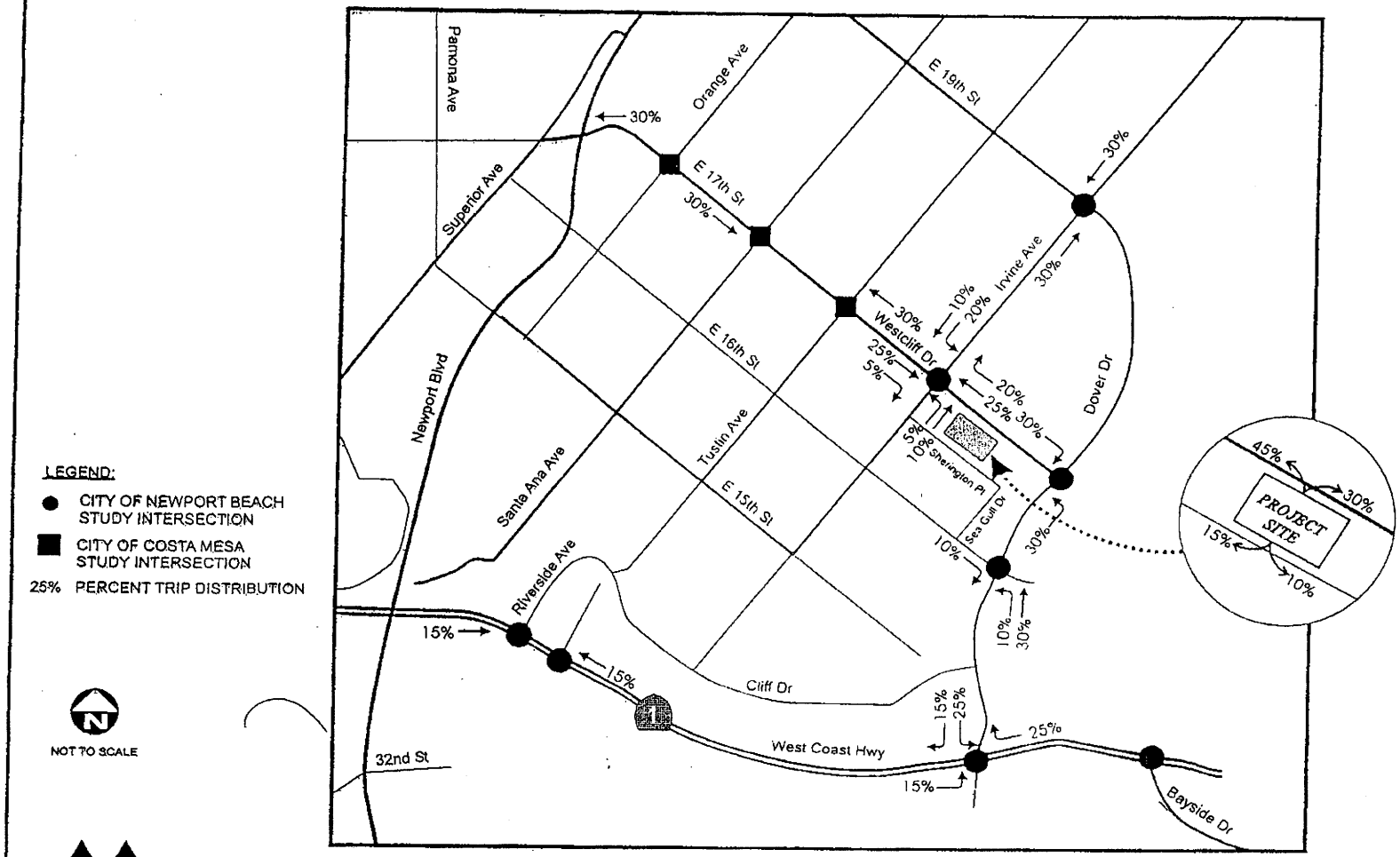
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total						0			0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th	12.245	TSF	22	6	28	11	31	42	442
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total				22	6	28	11	31	42	442

Net Increase				**22**	**6**	**28**	**11**	**31**	**42**	**442**



Meyer, Mohaddes Associates, Inc.
An Iteris Company

NEWPORT BEACH
1901 WESTCLIFF DRIVE TRAFFIC PHASING ORDINANCE

FIGURE 6
Project Trip Distribution Percentages

J00-013\gra\MAP_ISXN3/2/00

Koll-Conexant
4311 Jamboree Road

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
General Light Industrial	ITE-8th		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Apartments	ITE-8th		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65

Existing Use

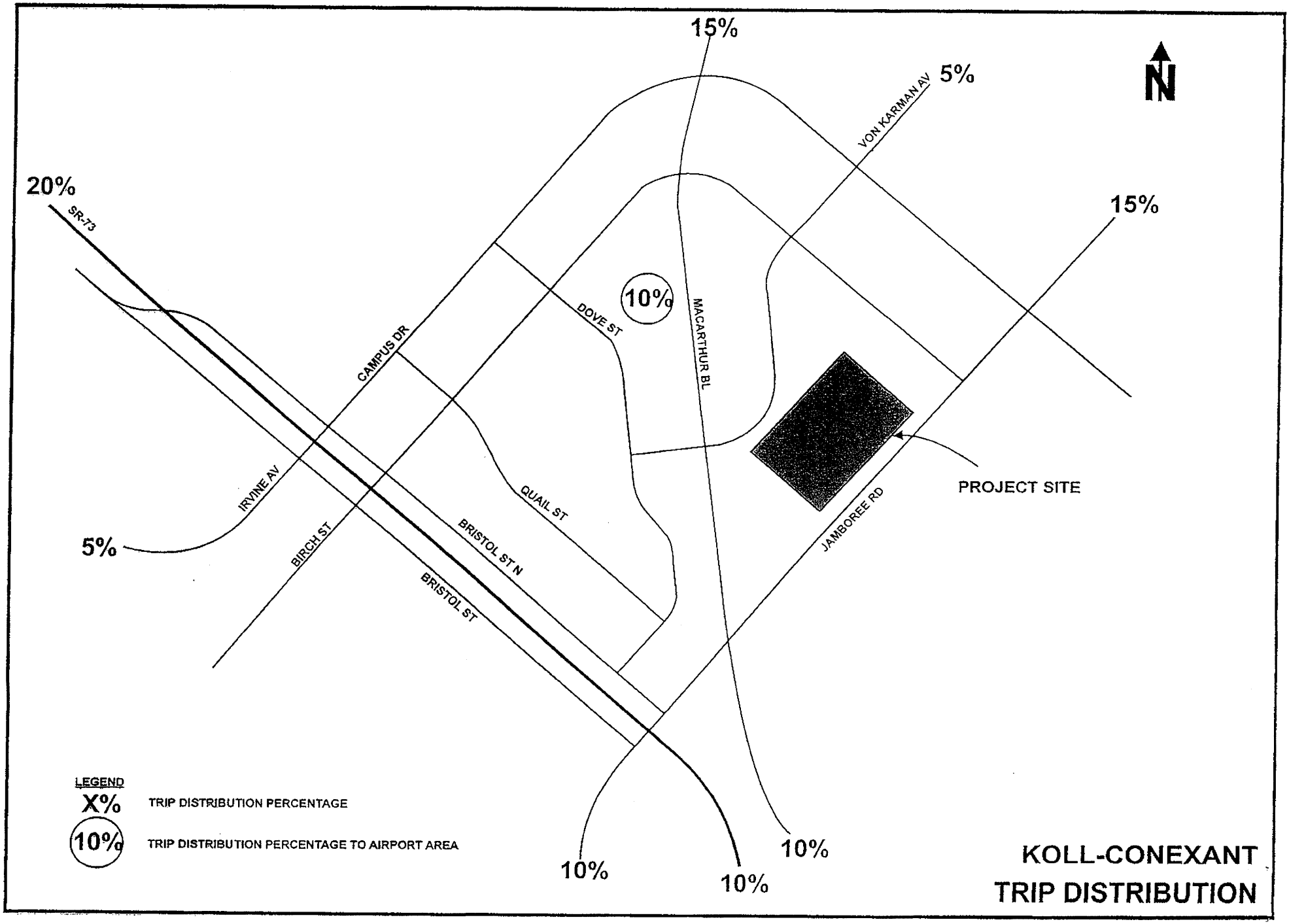
Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	167	TSF	227	32	259	42	207	249	1839
Industrial	ITE-8th	269	TSF	218	30	247	32	229	261	1875
	ITE-8th									
	ITE-8th									
Total				445	61	506	74	436	510	3714

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Apartment	ITE-8th	974	DU	97	399	497	390	214	604	6477
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				97	399	497	390	214	604	6477

Net Increase				-348	338	-10	316	-221	94	2764

Note: Do not assign negative trips to the circulation system


15%
5%
VON KARMAN AV
N
20%
SR-73
15%
10%
DOVE ST
MACARTHUR BL
CAMPUS DR
IRVINE AV
QUAIL ST
PROJECT SITE
5%
BIRCH ST
BRISTOL ST N
JAMBOREE RD
BRISTOL ST
10%
10%
10%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
TRIP DISTRIBUTION PERCENTAGE TO AIRPORT AREA
KOLL-CONEXANT
TRIP DISTRIBUTION

Newport Banning Ranch
West Newport

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Resort Hotel*	ITE-8th		Room	0.22	0.09	0.31	0.18	0.24	0.42	8.17
Residential Condo/Townhouse	ITE-8th		DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Single Family Detached.	ITE-8th		DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Commercial	ITE-8th		TSF	0.61	0.39	1.00	1.83	1.90	3.73	42.94

Note * - No Daily trip generation rate provided. Daily rate for Hotel used.

Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th									
	ITE-8th									
Total				0	0	0	0	0	0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Resort Hotel*	ITE-8th	75	TSF	17	7	23	14	18	32	613
Residential Condo/Townhouse	ITE-8th	1080	TSF	76	400	475	378	184	562	6275
Single Family Detached.	ITE-8th	295	TSF	56	165	221	189	109	298	2823
Commercial	ITE-8th	50	TSF	31	20	50	92	95	187	2147
Total				179	591	770	672	406	1078	11858

Net Increase				**179**	**591**	**770**	**672**	**406**	**1078**	**11858**

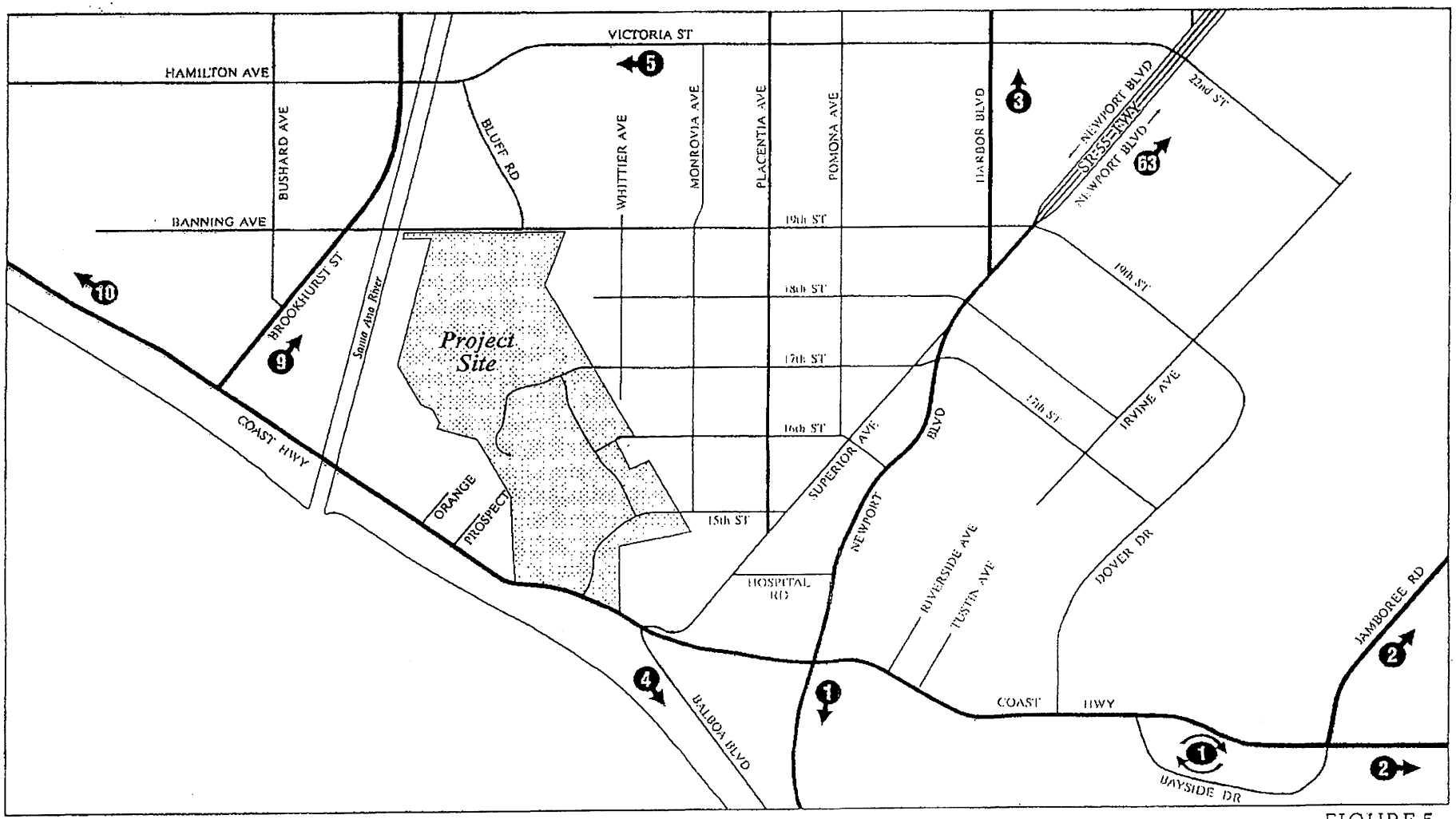


FIGURE 5

LSA

LEGEND

5 - Percent Trip Distribution

SCHEMATIC - NOT TO SCALE

Newport Banning Ranch

Regional Project Trip Distribution

I:\NBR0601\G\Trip Dist.cdr (6/11/08)

LINSCOTT LAW & GREENSPAN
ENGINEERS

TABLE 4
Pacific Medical Plaza, Costa Mesa

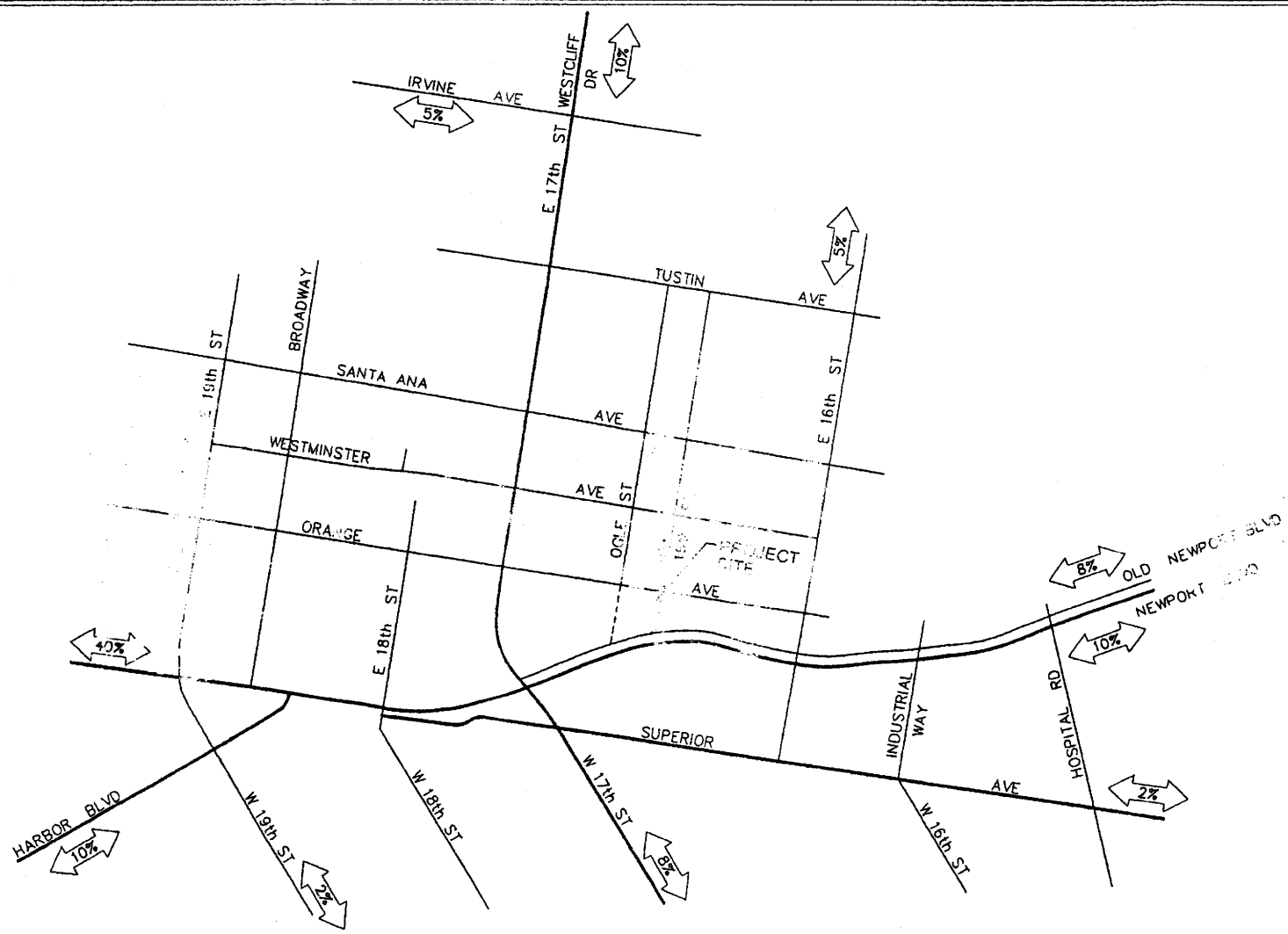
PROJECT TRIP GENERATION RATES

LAND USE	Daily			AM Peak Hour			PM Peak Hour		
	In %	Out %	Total	In %	Out %	Total	In %	Out %	Total
Medical-Dental Office Building (trips per 1,000 SF)	50%	50%	36.13	80%	20%	2.43	27%	73%	3.66
Mobile Home Park (trips per Occupied Dwelling Unit)	50%	50%	4.81	21%	79%	0.40	62%	38%	0.56
General Commercial [a] (trips per 1,000 SF)	50%	50%	40.60	64%	36%	1.74	47%	53%	3.97

Source: *Trip Generation* (6th Edition), Institute of Transportation Engineers (ITE), 1997.
Note:
[a] Trip rates per City of Costa Mesa General Plan

PROJECT TRIP GENERATION ESTIMATES

PROJECT DESCRIPTION		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Short-term (Year 2004)								
Medical Office	76,650 SF	2,769	149	37	186	76	205	281
Less Existing to be Demolished (mobile homes)	123 DU	-592	-10	-39	-49	-43	-26	-69
Year 2004 Net Project Trip Generation:		**2,177**	**139**	**-2**	**137**	**33**	**179**	**212**
Long-term (Year 2020)								
Medical Office	76,650 SF	2,769	149	37	186	76	205	281
Less General Plan Designation (General Commercial)	57,500 SF	-2,335	-64	-36	-100	-106	-122	-228
Year 2020 Net Project Trip Generation:		**434**	**85**	**1**	**86**	**-30**	**83**	**53**



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

EXHIBIT 7

PROJECT TRAFFIC DISTRIBUTION PATTERN

PACIFIC MEDICAL PLAZA, COSTA MESA

TABLE 5-1

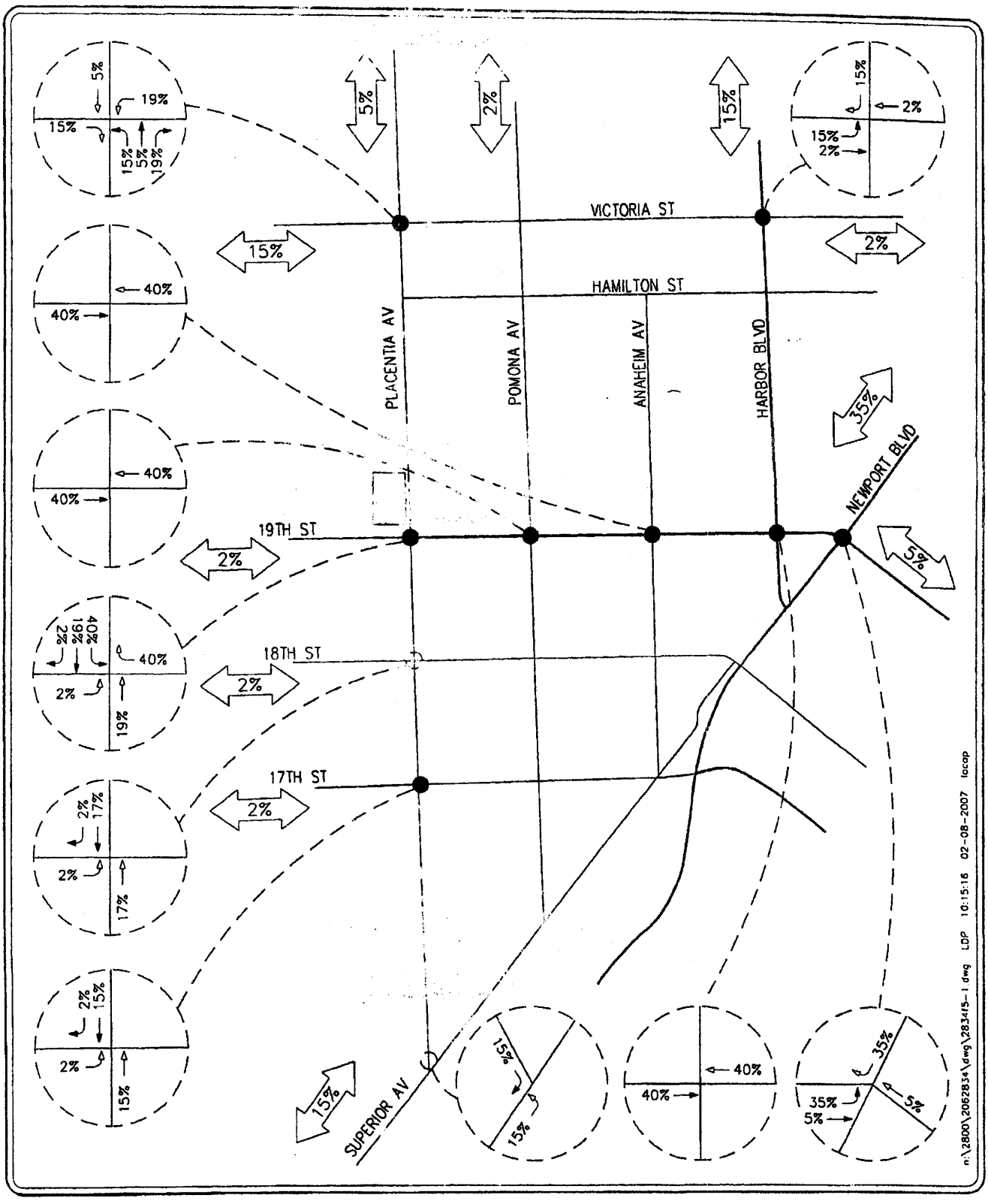
PROJECT TRAFFIC GENERATION FORECAST[2]

ITE Land Use Code/ Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Generation Factors							
▪ 110: General Light Industrial (TE/1000 SF)	6.97	0.81	0.11	0.92	0.12	0.86	0.97
▪ 220: Apartments (TE/DU)	6.72	0.10	0.41	0.51	0.40	0.22	0.62
▪ 710: General Office Building (TE/1000 SF)	11.01	1.36	0.19	1.55	0.25	1.24	1.49
▪ 814: Specialty Retail Center (TE/1000 SF)	44.32	0.63	0.40	1.03	1.19	1.52	2.71
Generation Forecast							
Proposed Project							
▪ Ocean Lofts (218 DU)	[illegible]	22	89	111	87	48	135
▪ Ocean Lofts Commercial (12,975 SF)	143	18	2	20	3	16	19
▪ Ocean Lofts Retail Shops (5,561 SF)	246	4	2	6	7	8	15
Total Project Trip Generation	,854	44	93	137	97	72	169
less 10% internal capture[3]	-147	-2	-9	-11	-9	-5	-14
Net Project Trip Generation	1,707	42	84	126	88	67	155
Existing Land Uses							
▪ Ocean Business Park (95,323 SF)	664	77	10	87	11	82	93
Net Project Traffic Generation: Proposed Project minus Existing Land Uses	,043	**-35**	**74**	**39**	**77**	**-15**	**62**

Notes:
- TE/DU = Trip end per dwelling unit
- TE/1000 SF = Trip end per 1000 square-feet of development

2 Source: *Trip Generation*, 7th Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)]. AM peak hour trip rates for Land Use 814: Specialty Retail Center were estimated based on Land Use 820: Shopping Center AM peak hour average trip rates.

3 Source: City of Costa Mesa staff.



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

= INBOUND PERCENTAGE

= OUTBOUND PERCENTAGE

= STUDY INTERSECTIONS

FIGURE 5-1

PROJECT TRAFFIC DISTIBUTION PATTERN

OCEAN LOFTS, COSTA MESA

WESTSIDE LOFTS

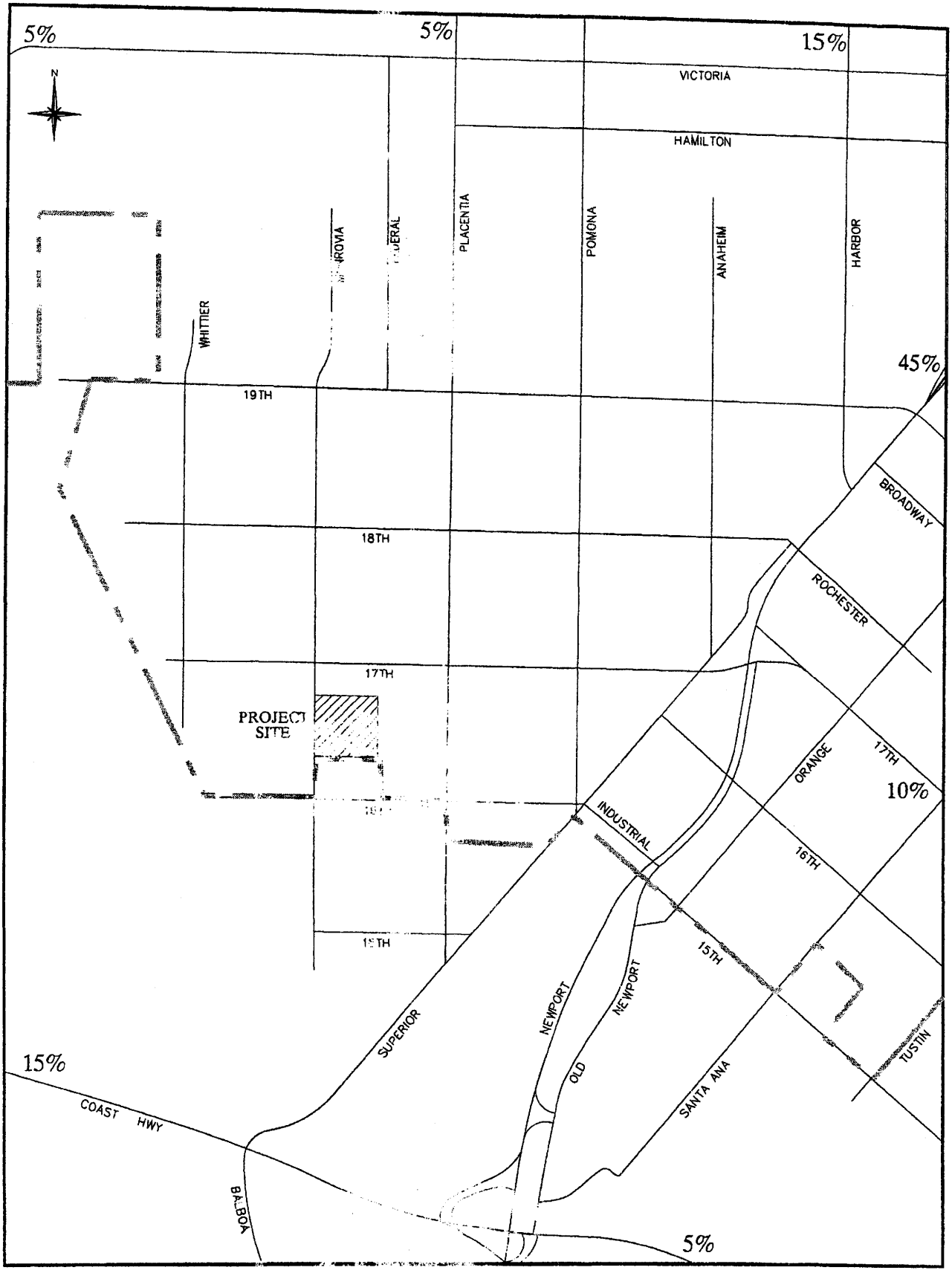
Table 3-1

PROJECT TRIP GENERATION SUMMARY

LAND USE CATEGORY	AMOUNT	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	ADT
TRIP RATES								
Apartment	DU	.10	.41	.51	.40	.22	.62	6.72
Office	TSF	.36	19	1.55	.25	1.24	1.49	11.01
Light Industrial	TSF	.69	.12	.92	.12	.86	.98	6.97
TRIP GENERATION								
Existing Uses On Site								
Light Industrial	126.2 TSF	101	15	116	15	109	124	879
Proposed Project								
Residential	156 DU	16	64	80	62	34	96	1,048
Mixed Use Reduction (10%)		*-2*	*-6*	*-8*	*-6*	*-3*	*-9*	*-105*
Office	42.0 TSF	58	8	66	11	52	63	462
TOTAL		72	66	138	67	83	150	1,405

Source: "Trip Generation, 7th Edition", Institute of Transportation Engineers, 2003.

Abbreviations: ADT – Average Daily Trips
DU – Dwelling Units
TSF – Thousand Square Feet



Legend

City of Costa Mesa boundary

Figure 3-1

GENERAL PROJECT DISTRIBUTION

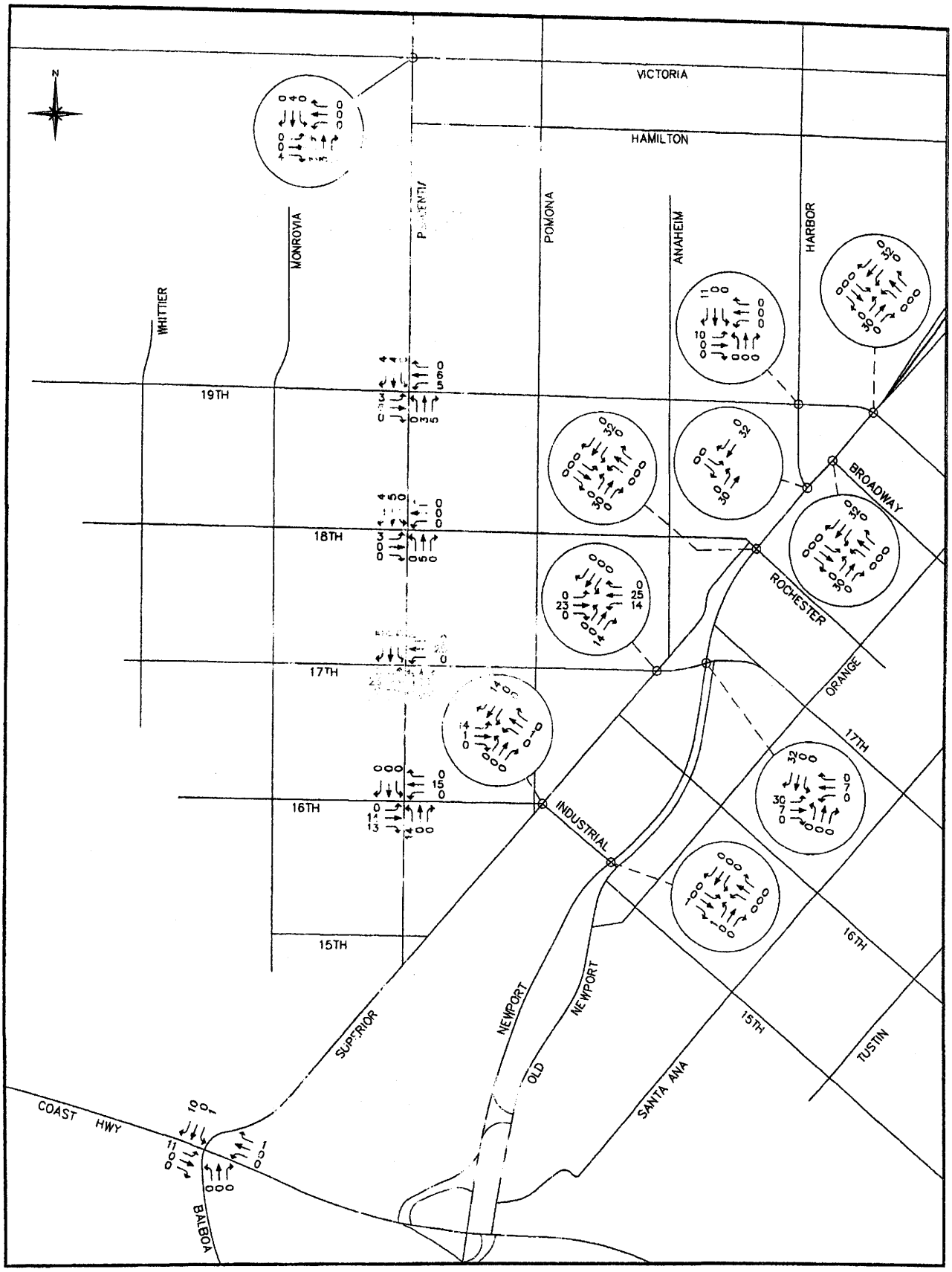


Figure 2

WESTSIDE LOFTS
AM PEAK HOUR TRIPS

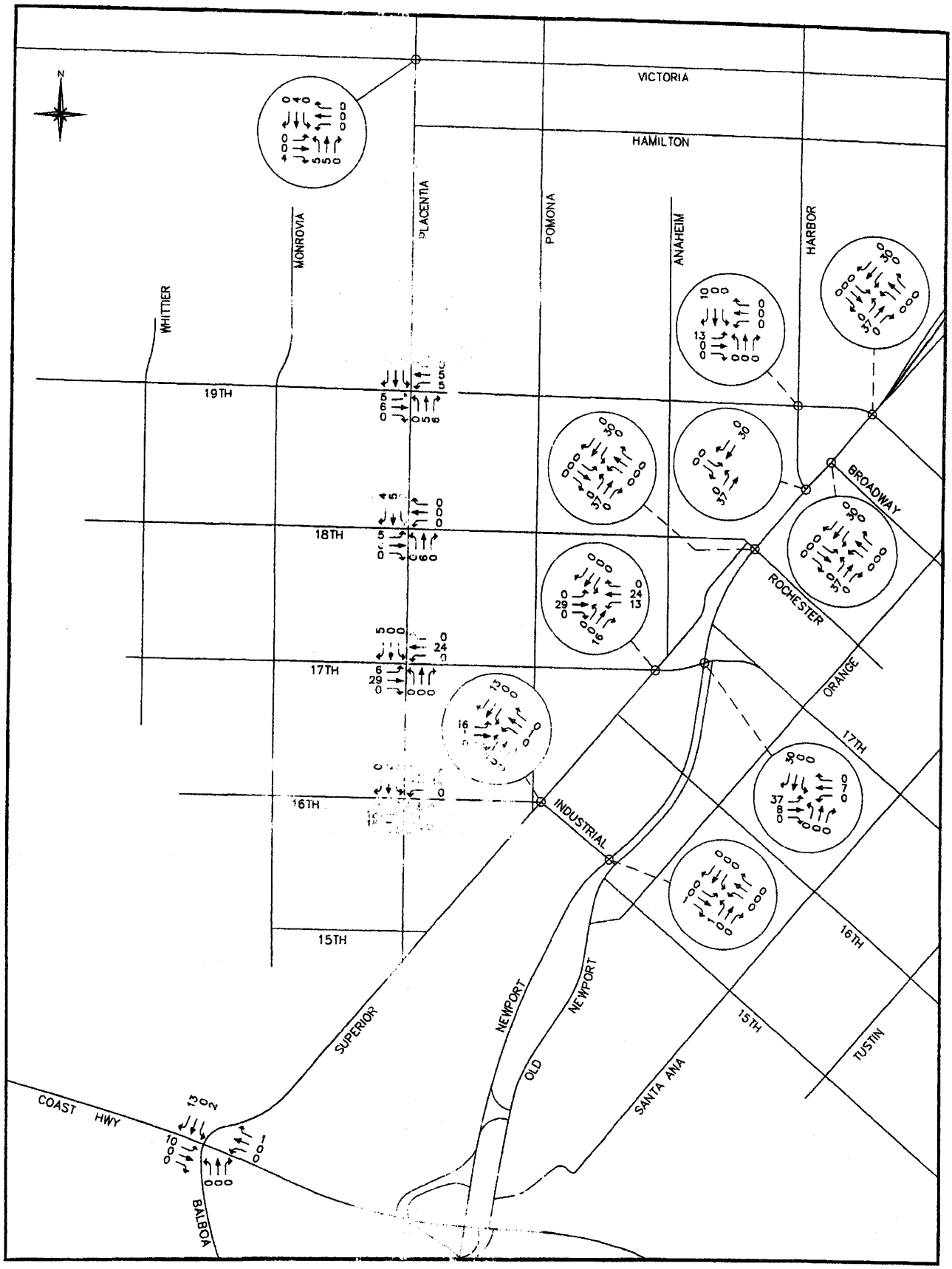


Figure 3

WESTSIDE LOFTS
PM PEAK HOUR TRIPS

PLAZA RESIDENCES (1901 NEWPORT)

TRIP CHARACTERISTICS

The estimated trip generation for the project can be summarized as follows:

LAND USE	AMOUNT	AM PEAK HOUR IB	AM PEAK HOUR OB	AM PEAK HOUR TOTAL	PM PEAK HOUR IB	PM PEAK HOUR OB	PM PEAK HOUR TOTAL	ADT
Condominiums	174 DU	16	77	93	75	38	113	1,192

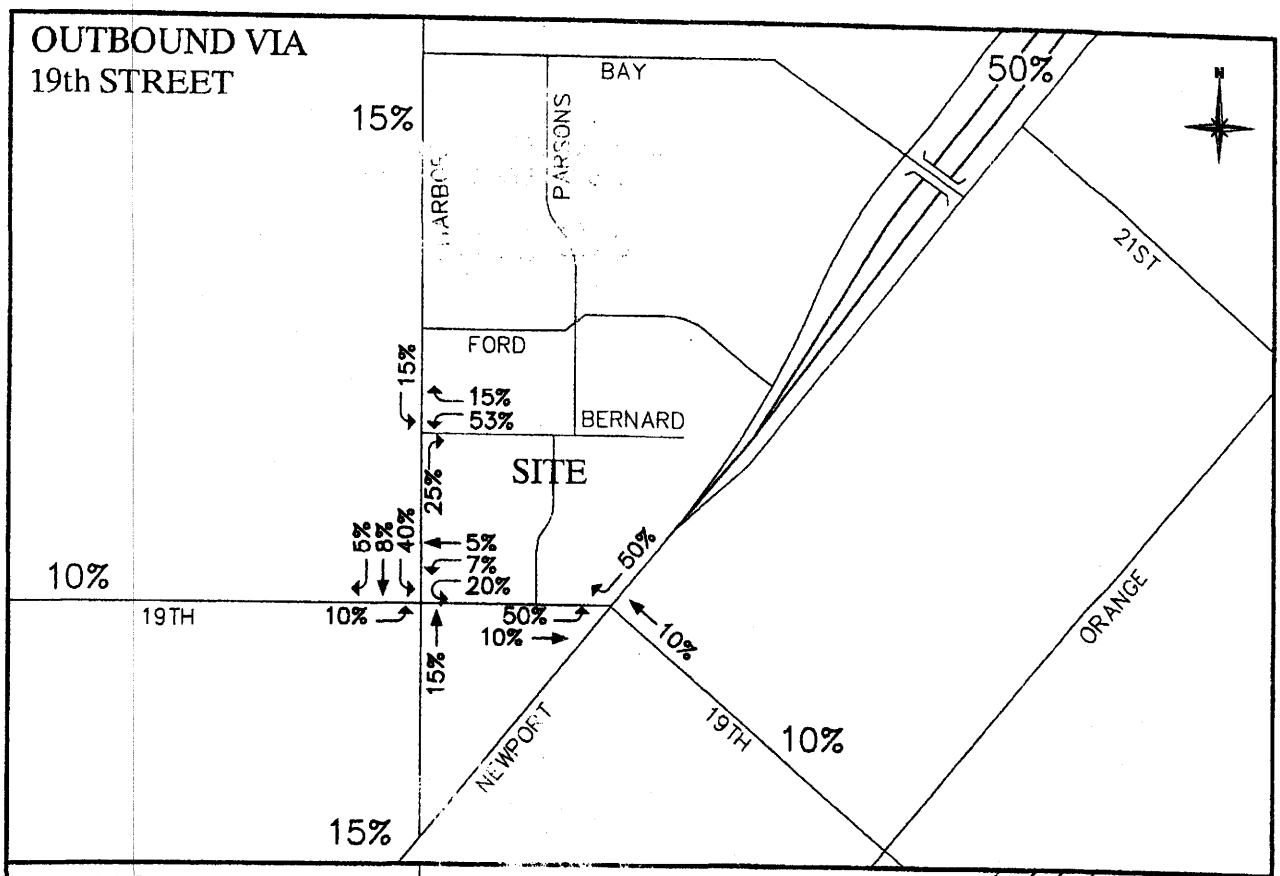
Note: vehicle trips calculated using the City traffic model's high density residential trip rate

The distribution of these trips onto the surrounding roadway network has been estimated based on two considerations.

1. The geographic distribution of such trips (i.e., the origins and destinations within Orange County).

2. The access roads serving the project, taking into account ease of access and egress onto major arterial highways surrounding the project (primarily 19th Street and Harbor Boulevard).

These distribution patterns are illustrated in Figure 1. Inbound and outbound trips are shown separately since their distributions differ because of the access considerations noted above. For traffic headed north on Newport Boulevard/SR-55, the shortest exit route would be Harbor Boulevard to 19th Street and a left-turn onto Newport Boulevard (the distribution percentage for this movement is shown here as 53 percent). A component of project traffic could also utilize 19th Street and make a U-turn at Harbor Boulevard to return to Newport Boulevard (shown here as 20 percent). During peak periods, a left-turn from Bernard Street into Harbor Boulevard may be difficult and drivers will probably use Parsons Street to West Bay Street to access Newport Boulevard and the Freeway. This route is also preferable from a traffic impact consideration, since it reduces traffic at the Newport Boulevard/19th Street intersection. However, it may create a neighborhood intrusion issue (see later discussion). Traffic to the project from the north will use the 19th Street project entry.



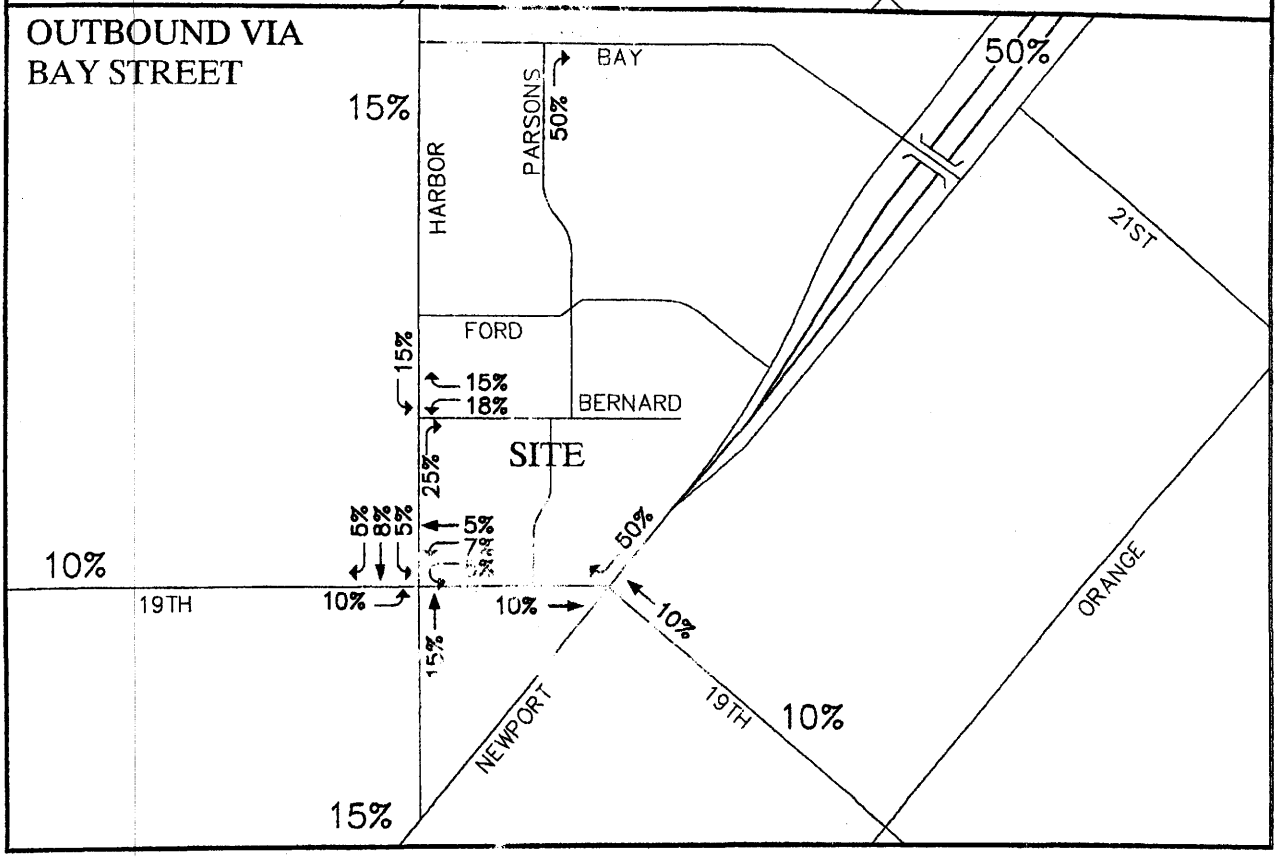


Figure 1

PROJECT DISTRIBUTION

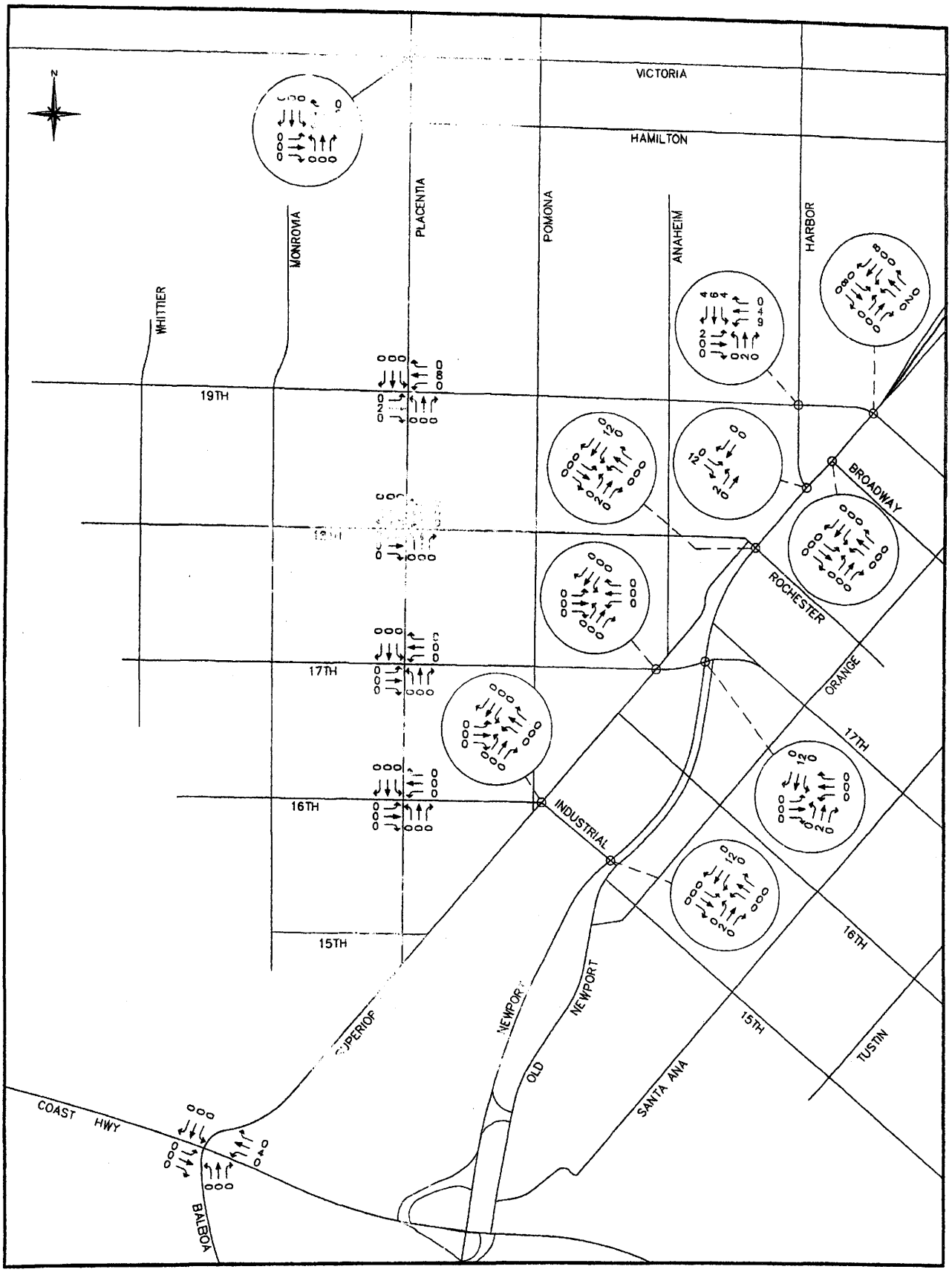


Figure 5

PLAZA RESIDENCES (1901 NEWPORT)
AM PEAK HOUR TRIPS

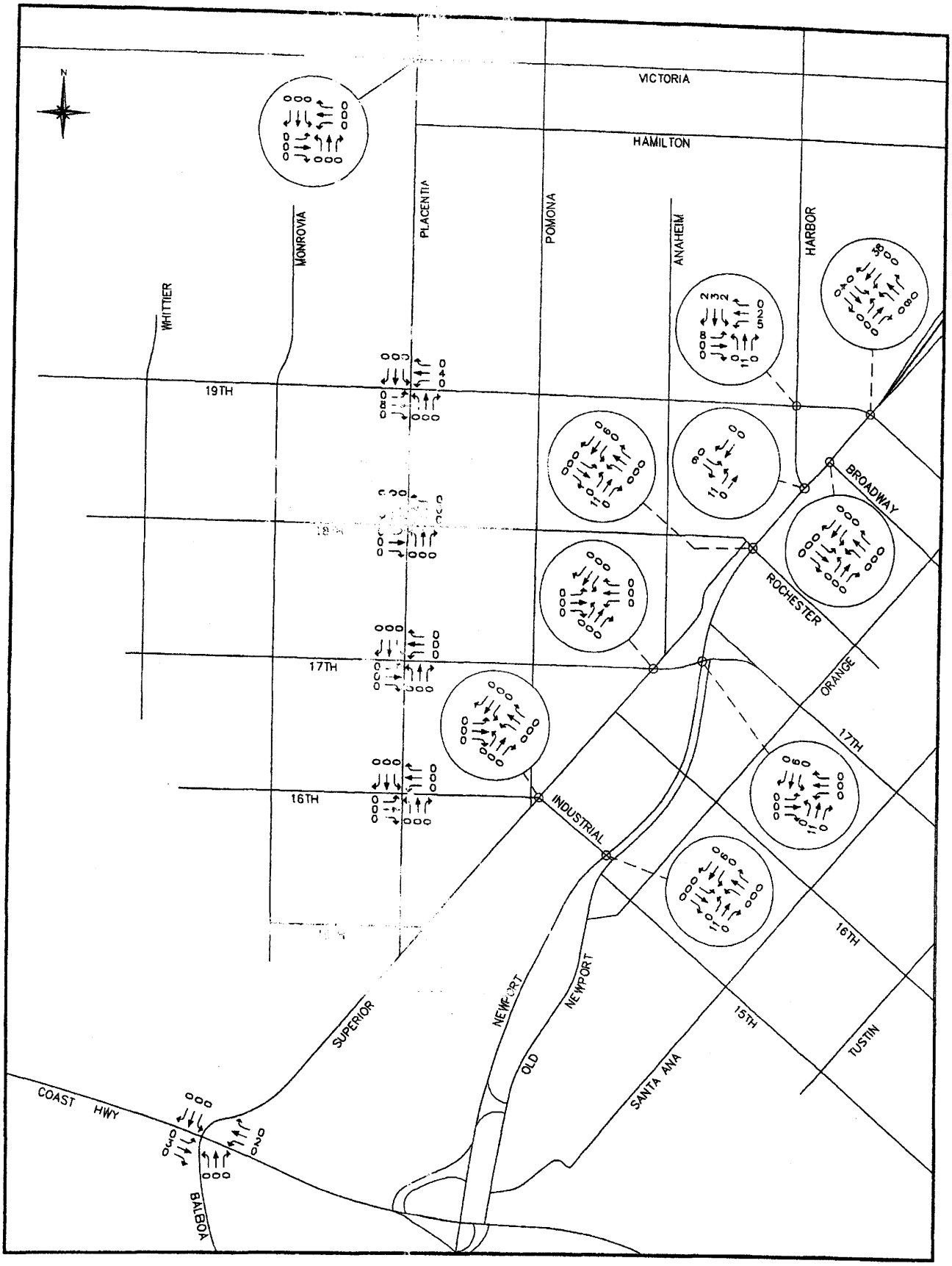


Figure 6

PLAZA RESIDENCES (1901 NEWPORT)
PM PEAK HOUR TRIPS

APPENDIX G

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is

added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

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

Existing

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED 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						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	1	0	1	0		1	1	1	0	2		2	0	3	0	1		1	0	3	1	0	
Volume Module:																								
Base Vol:	168	266	114				170	165	247				709	1914	211				95	768	155			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	168	266	114				170	165	247				709	1914	211				95	768	155			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	168	266	114				170	165	247				709	1914	211				95	768	155			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	168	266	114				170	165	247				709	1914	211				95	768	155			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	168	266	114				170	165	247				709	1914	211				95	768	155			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.91	0.91	0.91				0.93	0.93	0.75				0.92	0.91	0.85				0.95	0.89	0.89			
Lanes:	1.00	1.40	0.60				1.52	1.48	2.00				2.00	3.00	1.00				1.00	3.33	0.67			
Final Sat.:	1722	2411	1033				2680	2601	2842				3502	5187	1615				1805	5610	1132			
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.11	0.11				0.06	0.06	0.09				0.20	0.37	0.13				0.05	0.14	0.14			
Crit Moves:			****					****						****					****					
Green/Cycle:	0.16	0.16	0.16				0.09	0.09	0.46				0.37	0.54	0.54				0.08	0.25	0.25			
Volume/Cap:	0.61	0.69	0.69				0.69	0.69	0.19				0.55	0.69	0.24				0.69	0.55	0.55			
Delay/Veh:	24.6	26.3	26.3				30.5	30.5	9.7				15.6	10.9	7.5				40.5	20.1	20.1			
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:	24.6	26.3	26.3				30.5	30.5	9.7				15.6	10.9	7.5				40.5	20.1	20.1			
LOS by Move:	C	C	C				C	C	A				B	B	A				D	C	C			
HCM2kAvgQ:	4	5	5				4	4	2				6	11	2				3	5	5			

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	208	78	228	243	710	258	986	243	226	1854	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	208	78	228	243	710	258	986	243	226	1854	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	208	78	228	243	710	258	986	243	226	1854	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.90	0.90
Lanes:	1.41	1.16	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2434	1994	748	2559	2728	2842	3502	5187	1615	1805	6283	549
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.09	0.25	0.07	0.19	0.15	0.13	0.30	0.30
Crit Moves:		****				****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.24	0.24	0.33	0.10	0.30	0.30	0.20	0.39	0.39
Volume/Cap:	0.75	0.75	0.75	0.38	0.38	0.75	0.75	0.64	0.51	0.64	0.75	0.75
Delay/Veh:	29.2	29.2	29.2	19.5	19.5	21.1	35.1	19.2	18.4	26.1	16.8	16.8
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:	29.2	29.2	29.2	19.5	19.5	21.1	35.1	19.2	18.4	26.1	16.8	16.8
LOS by Move:	C	C	C	B	B	C	D	B	B	C	B	B
HCM2kAvgQ:	5	5	5	3	3	9	4	7	4	5	11	11

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

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	129	1373			96	56	1066			368	197	124			199	65	224			28
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	129	1373			96	56	1066			368	197	124			199	65	224			28
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:	129	1373			96	56	1066			368	197	124			199	65	224			28
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	129	1373			96	56	1066			368	197	124			199	65	224			28
PCE Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
FinalVolume:	129	1373			96	56	1066			368	197	124			199	65	224			28
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.95	0.91			0.85	0.95	0.91			0.85	0.92	1.00			0.85	0.95	0.93			0.93
Lanes:	1.00	3.00			1.00	1.00	3.00			1.00	2.00	1.00			1.00	1.00	1.78			0.22
Final Sat.:	1805	5187			1615	1805	5187			1615	3502	1900			1615	1805	3155			394
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.26			0.06	0.03	0.21			0.23	0.06	0.07			0.12	0.04	0.07			0.07
Crit Moves:	****									****					****	****				
Green/Cycle:	0.14	0.51			0.51	0.06	0.43			0.43	0.13	0.23			0.23	0.07	0.17			0.17
Volume/Cap:	0.53	0.52			0.12	0.52	0.48			0.53	0.42	0.28			0.53	0.53	0.42			0.42
Delay/Veh:	26.4	10.1			7.8	32.0	12.4			13.4	24.5	19.2			21.6	31.3	22.8			22.8
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:	26.4	10.1			7.8	32.0	12.4			13.4	24.5	19.2			21.6	31.3	22.8			22.8
LOS by Move:	C	B			A	C	B			B	C	B			C	C	C			C
HCM2kAvgQ:	3	7			1	2	6			6	2	2			4	2	3			3

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0 1		1 0 3	0 1		2 0 1	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1215	55	48	1513	205	293	135	187	121	178	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1215	55	48	1513	205	293	135	187	121	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1215	55	48	1513	205	293	135	187	121	178	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	1900	1615	1805	2896	618
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.03	0.03	0.29	0.13	0.08	0.07	0.12	0.07	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.51	0.51	0.06	0.47	0.47	0.17	0.19	0.19	0.11	0.12	0.12
Volume/Cap:	0.62	0.46	0.07	0.46	0.62	0.27	0.49	0.38	0.62	0.62	0.49	0.49
Delay/Veh:	32.1	9.4	7.4	30.4	12.5	9.9	23.2	22.1	26.5	31.7	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	9.4	7.4	30.4	12.5	9.9	23.2	22.1	26.5	31.7	25.4	25.4
LOS by Move:	C	A	A	C	B	A	C	C	C	C	C	C
HCM2kAvgQ:	3	6	1	2	9	2	3	3	4	3	3	3

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

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	OPTIMIZED	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			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	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	383	0	288	0	2082	188	0	812	349
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	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	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	383	0	288	0	2082	0	0	812	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	0.62	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	2340	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.18	0.00	0.58	0.00	0.00	0.16	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.81	0.00	0.81	0.00	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	27.6	0.0	35.1	0.0	7.9	0.0	0.0	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.6	0.0	35.1	0.0	7.9	0.0	0.0	3.0	0.0
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	8	0	16	0	0	2	0

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED 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			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	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	586	0	393	0	1261	159	0	1823	487
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	586	0	393	0	1261	0	0	1823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	393	0	1261	0	0	1823	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	586	0	393	0	1261	0	0	1823	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	0.60	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	2281	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.24	0.00	0.35	0.00	0.00	0.35	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.62	0.00	0.65	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	16.5	0.0	16.4	0.0	10.6	0.0	0.0	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.5	0.0	16.4	0.0	10.6	0.0	0.0	10.4	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	7	0	10	0	0	10	0

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

Old Newport Boulevard Sub-Area Project
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1	0 1	0	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	77	4	304	312	1893	4	17	1124	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	77	4	304	312	1893	4	17	1124	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	77	4	304	312	1893	4	17	1124	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.78	0.78	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1644	1416	74	1615	1805	3601	8	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.17	0.53	0.53	0.01	0.22	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.08	0.08	0.08	0.45	0.36	0.80	0.80	0.01	0.45	0.45
Volume/Cap:	0.00	0.00	0.01	0.65	0.65	0.42	0.48	0.65	0.65	0.65	0.48	0.09
Delay/Veh:	0.0	0.0	25.3	38.7	38.7	11.8	15.3	3.0	3.0	76.6	11.6	9.4
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:	0.0	0.0	25.3	38.7	38.7	11.8	15.3	3.0	3.0	76.6	11.6	9.4
LOS by Move:	A	A	C	D	D	B	B	A	A	E	B	A
HCM2kAvgQ:	0	0	0	3	3	4	5	9	9	1	6	1

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

Old Newport Boulevard Sub-Area Project
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED 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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	11	2	98	2	404	244	1373	5	11	2155	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	2	98	2	404	244	1373	5	11	2155	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	11	2	98	2	404	244	1373	5	11	2155	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.75	0.75	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	751	826	150	1394	28	1615	1805	3595	13	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.25	0.14	0.38	0.38	0.01	0.42	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.34	0.18	0.73	0.73	0.01	0.56	0.56
Volume/Cap:	0.09	0.09	0.09	0.45	0.45	0.74	0.74	0.52	0.52	0.52	0.74	0.08
Delay/Veh:	21.8	21.8	21.8	24.5	24.5	22.8	31.8	3.7	3.7	50.9	10.9	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	21.8	24.5	24.5	22.8	31.8	3.7	3.7	50.9	10.9	6.1
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	A
HCM2kAvgQ:	0	0	0	2	2	8	6	6	6	1	13	1

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

Old Newport Boulevard Sub-Area Project
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	1	14	42	1992	1	0	1220	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	1992	1	0	1220	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	1992	1	0	1220	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	0.87	0.87	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	2.00	0.00	0.00	2.92	0.08
Final Sat.:	0	1900	0	1138	34	483	1805	3608	2	0	5021	144
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.55	0.55	0.00	0.24	0.24
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.60	0.87	0.87	0.00	0.27	0.27
Volume/Cap:	0.00	0.00	0.00	0.91	0.91	0.91	0.04	0.64	0.64	0.00	0.92	0.92
Delay/Veh:	0.0	0.0	0.0	121.8	122	121.8	4.9	1.6	1.6	0.0	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	121.8	122	121.8	4.9	1.6	1.6	0.0	31.2	31.2
LOS by Move:	A	A	A	F	F	F	A	A	A	A	C	C
HCM2kAvgQ:	0	0	0	3	3	3	0	7	7	0	13	13

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

Old Newport Boulevard Sub-Area Project
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	2	55	0	27	94	1376	20	0	2230	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1376	20	0	2230	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1376	20	0	2230	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.75	1.00	0.75	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	0.00	2.93	0.07
Final Sat.:	0	576	1153	958	0	470	1805	3551	52	0	5052	118
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.05	0.39	0.39	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.09	0.09	0.09	0.00	0.09	0.09	0.81	0.81	0.00	0.72	0.72
Volume/Cap:	0.00	0.02	0.02	0.61	0.00	0.61	0.61	0.48	0.48	0.00	0.61	0.61
Delay/Veh:	0.0	24.7	24.7	34.2	0.0	34.2	33.6	2.0	2.0	0.0	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	24.7	34.2	0.0	34.2	33.6	2.0	2.0	0.0	4.5	4.5
LOS by Move:	A	C	C	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	3	5	5	0	8	8

****

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

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Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	28	2938	20	152	2588	525	790	218	5	33	168	240
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	2967	20	154	2614	530	798	220	5	33	170	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:	28	2967	20	154	2614	530	798	220	5	33	170	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2967	20	154	2614	530	798	220	5	33	170	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:	28	2967	20	154	2614	530	798	220	5	33	170	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.89	0.91	0.85	0.95	0.83	0.83
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1805	6862	47	1805	5056	1685	5055	1737	1615	1805	3153	3153
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.09	0.52	0.31	0.16	0.13	0.00	0.02	0.05	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.02	0.52	0.52	0.10	0.60	0.60	0.18	0.18	0.18	0.06	0.06	0.16
Volume/Cap:	0.86	0.83	0.83	0.83	0.86	0.52	0.86	0.69	0.02	0.29	0.86	0.47
Delay/Veh:	129.4	14.1	14.1	53.1	12.1	7.0	30.2	24.3	20.1	28.3	42.3	23.1
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:	129.4	14.1	14.1	53.1	12.1	7.0	30.2	24.3	20.1	28.3	42.3	23.1
LOS by Move:	F	B	B	D	B	A	C	C	C	C	D	C
HCM2kAvgQ:	2	16	16	5	18	7	8	6	0	1	4	3

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	1	0		1	0	2	1	1		2	1	1	0	1		1	0	2	1	1	
Volume Module:																								
Base Vol:	72		2436		29		189		2700		784		807		210		20		66		332		208	
Growth Adj:	1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01	
Initial Bse:	73		2460		29		191		2727		792		815		212		20		67		335		210	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	73		2460		29		191		2727		792		815		212		20		67		335		210	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	73		2460		29		191		2727		792		815		212		20		67		335		210	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	73		2460		29		191		2727		792		815		212		20		67		335		210	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.91		0.91		0.95		0.88		0.88		0.89		0.91		0.85		0.95		0.86		0.86	
Lanes:	1.00		3.95		0.05		1.00		3.00		1.00		3.00		1.00		1.00		1.00		2.46		1.54	
Final Sat.:	1805		6822		81		1805		5012		1671		5052		1736		1615		1805		4006		2510	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.36		0.36		0.11		0.54		0.47		0.16		0.12		0.01		0.04		0.08		0.08	
Crit Moves:	****								****				****								****			
Green/Cycle:	0.04		0.47		0.47		0.14		0.57		0.57		0.17		0.17		0.17		0.09		0.09		0.23	
Volume/Cap:	0.96		0.76		0.76		0.76		0.96		0.83		0.96		0.72		0.07		0.42		0.96		0.37	
Delay/Veh:	117.0		14.2		14.2		38.0		19.6		12.2		42.7		25.5		21.1		27.8		54.5		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:	117.0		14.2		14.2		38.0		19.6		12.2		42.7		25.5		21.1		27.8		54.5		19.8	
LOS by Move:	F		B		B		D		B		B		D		C		C		C		D		B	
HCM2kAvgQ:	4		12		12		5		24		16		10		6		0		2		6		3	

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

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	0	1		0	1	0	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	3	2765	35				65	2579	12				3	11	2				25	6	157			
Growth Adj:	1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01			
Initial Bse:	3	2793	35				66	2605	12				3	11	2				25	6	159			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	3	2793	35				66	2605	12				3	11	2				25	6	159			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	3	2793	35				66	2605	12				3	11	2				25	6	159			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	3	2793	35				66	2605	12				3	11	2				25	6	159			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.91				0.95	0.91	0.85				0.94	0.94	0.85				0.76	0.86	0.86			
Lanes:	1.00	3.95	0.05				1.00	3.00	1.00				0.21	0.79	1.00				1.00	0.04	0.96			
Final Sat.:	1805	6817	86				1805	5187	1615				381	1398	1615				1438	60	1566			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.41	0.41				0.04	0.50	0.01				0.01	0.01	0.00				0.02	0.10	0.10			
Crit Moves:	****							****												****				
Green/Cycle:	0.00	0.69	0.69				0.06	0.75	0.75				0.15	0.15	0.15				0.15	0.15	0.15			
Volume/Cap:	0.67	0.60	0.60				0.60	0.67	0.01				0.05	0.05	0.01				0.12	0.67	0.67			
Delay/Veh:	211.8	5.1	5.1				36.0	4.3	1.9				21.9	21.9	21.7				22.3	31.2	31.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	211.8	5.1	5.1				36.0	4.3	1.9				21.9	21.9	21.7				22.3	31.2	31.2			
LOS by Move:	F	A	A				D	A	A				C	C	C				C	C	C			
HCM2kAvgQ:	1	8	8				2	10	0				0	0	0				0	4	4			

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	27	2540	37	96	2689	59	14	20	12	40	25	100
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	2565	37	97	2716	60	14	20	12	40	25	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2565	37	97	2716	60	14	20	12	40	25	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2565	37	97	2716	60	14	20	12	40	25	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2565	37	97	2716	60	14	20	12	40	25	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.77	0.77	0.85	0.74	0.88	0.88
Lanes:	1.00	3.94	0.06	1.00	3.00	1.00	0.41	0.59	1.00	1.00	0.20	0.80
Final Sat.:	1805	6802	99	1805	5187	1615	602	861	1615	1406	334	1338
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.05	0.52	0.04	0.02	0.02	0.01	0.03	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.69	0.69	0.10	0.77	0.77	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.68	0.55	0.55	0.55	0.68	0.05	0.21	0.21	0.07	0.26	0.68	0.68
Delay/Veh:	68.1	4.7	4.7	29.3	3.9	1.7	25.0	25.0	24.1	25.3	35.7	35.7
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:	68.1	4.7	4.7	29.3	3.9	1.7	25.0	25.0	24.1	25.3	35.7	35.7
LOS by Move:	E	A	A	C	A	A	C	C	C	C	D	D
HCM2kAvgQ:	2	7	7	3	10	0	1	1	0	1	4	4

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

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	0	0	0 2	1	0	1	0 0	0	2	0	0 0	0	0
Volume Module:																
Base Vol:	225	2795	0	0	2575	26			29	0	449		0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01			1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	227	2823	0	0	2601	26			29	0	453		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	227	2823	0	0	2601	26			29	0	453		0	0	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
Reduced Vol:	227	2823	0	0	2601	26			29	0	453		0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	227	2823	0	0	2601	26			29	0	453		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900			1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	1.00	1.00	0.91	0.91			0.84	1.00	0.75		1.00	1.00	1.00	
Lanes:	2.00	4.00	0.00	0.00	2.97	0.03			1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	3502	6916	0	0	5127	52			1602	0	2842		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.41	0.00	0.00	0.51	0.51			0.02	0.00	0.16		0.00	0.00	0.00	
Crit Moves:	****				****						****					
Green/Cycle:	0.08	0.70	0.00	0.00	0.62	0.62			0.20	0.00	0.28		0.00	0.00	0.00	
Volume/Cap:	0.81	0.58	0.00	0.00	0.81	0.81			0.09	0.00	0.58		0.00	0.00	0.00	
Delay/Veh:	43.6	4.6	0.0	0.0	10.3	10.3			19.9	0.0	19.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.6	4.6	0.0	0.0	10.3	10.3			19.9	0.0	19.8		0.0	0.0	0.0	
LOS by Move:	D	A	A	A	B	B			B	A	B		A	A	A	
HCM2kAvgQ:	4	8	0	0	16	16			1	0	5		0	0	0	

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED 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						Permitted						Permitted						Permitted					
Rights:	Include						Include						Ovl						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	4	0	0		0	0	2	1	0		1	0	0	0	2		0	0	0	0	0	
Volume Module:																								
Base Vol:	466	2718		0			0	2758		45			50		0		562		0		0		0	
Growth Adj:	1.01	1.01		1.01			1.01	1.01		1.01			1.01		1.01		1.01		1.01		1.01		1.01	
Initial Bse:	471	2745		0			0	2786		45			51		0		568		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	471	2745		0			0	2786		45			51		0		568		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	471	2745		0			0	2786		45			51		0		568		0		0		0	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	471	2745		0			0	2786		45			51		0		568		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.92	0.91		1.00			1.00	0.91		0.91			0.82		1.00		0.75		1.00		1.00		1.00	
Lanes:	2.00	4.00		0.00			0.00	2.95		0.05			1.00		0.00		2.00		0.00		0.00		0.00	
Final Sat.:	3502	6916		0			0	5091		83			1559		0		2842		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.40		0.00			0.00	0.55		0.55			0.03		0.00		0.20		0.00		0.00		0.00	
Crit Moves:	****							****									****							
Green/Cycle:	0.14	0.70		0.00			0.00	0.56		0.56			0.21		0.00		0.34		0.00		0.00		0.00	
Volume/Cap:	0.97	0.57		0.00			0.00	0.97		0.97			0.16		0.00		0.58		0.00		0.00		0.00	
Delay/Veh:	61.3	4.9		0.0			0.0	24.4		24.4			21.4		0.0		18.4		0.0		0.0		0.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	61.3	4.9		0.0			0.0	24.4		24.4			21.4		0.0		18.4		0.0		0.0		0.0	
LOS by Move:	E	A		A			A	C		C			C		A		B		A		A		A	
HCM2kAvgQ:	9	8		0			0	28		28			1		0		6		0		0		0	

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

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	44	2669	7	67	2612	186	196	101	58	9	92	36
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	2696	7	68	2638	188	198	102	59	9	93	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:	44	2696	7	68	2638	188	198	102	59	9	93	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2696	7	68	2638	188	198	102	59	9	93	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:	44	2696	7	68	2638	188	198	102	59	9	93	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.92	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1805	6895	18	1805	5187	1615	3502	1900	1615	1805	1308	512
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.04	0.51	0.12	0.06	0.05	0.04	0.01	0.07	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.03	0.64	0.64	0.06	0.67	0.67	0.07	0.15	0.15	0.01	0.09	0.09
Volume/Cap:	0.76	0.61	0.61	0.61	0.76	0.17	0.76	0.35	0.24	0.35	0.76	0.76
Delay/Veh:	72.8	6.7	6.7	37.2	7.8	3.8	39.8	23.5	22.8	37.3	44.8	44.8
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:	72.8	6.7	6.7	37.2	7.8	3.8	39.8	23.5	22.8	37.3	44.8	44.8
LOS by Move:	E	A	A	D	A	A	D	C	C	D	D	D
HCM2kAvgQ:	2	9	9	2	14	1	4	2	1	1	4	4

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	85	2704	19	114	2959	145	269	87	62	22	119	44
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	2731	19	115	2989	146	272	88	63	22	120	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2731	19	115	2989	146	272	88	63	22	120	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2731	19	115	2989	146	272	88	63	22	120	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	2731	19	115	2989	146	272	88	63	22	120	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.92	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	6861	48	1805	5187	1615	3502	1900	1615	1805	1331	492
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.06	0.58	0.09	0.08	0.05	0.04	0.01	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.59	0.59	0.09	0.63	0.63	0.08	0.15	0.15	0.04	0.10	0.10
Volume/Cap:	0.91	0.68	0.68	0.68	0.91	0.14	0.91	0.32	0.27	0.32	0.91	0.91
Delay/Veh:	93.4	8.9	8.9	36.6	14.1	4.6	58.0	23.7	23.4	30.7	69.9	69.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	8.9	8.9	36.6	14.1	4.6	58.0	23.7	23.4	30.7	69.9	69.9
LOS by Move:	F	A	A	D	B	A	E	C	C	C	E	E
HCM2kAvgQ:	4	11	11	4	23	1	6	2	1	1	6	6

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

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		2	0	3	0	1		3	0	1	1	0		2	0	3	0	1	
Volume Module:																								
Base Vol:	38	1742		197			603	1544		309			730	381		32			159	340		174		
Growth Adj:	1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01		
Initial Bse:	38	1759		199			609	1559		312			737	385		32			161	343		176		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	38	1759		199			609	1559		312			737	385		32			161	343		176		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	38	1759		199			609	1559		312			737	385		32			161	343		176		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	38	1759		199			609	1559		312			737	385		32			161	343		176		
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	0.91		0.85			0.92	0.94		0.94			0.92	0.91		0.85		
Lanes:	1.00	3.59		0.41			2.00	3.00		1.00			3.00	1.85		0.16			2.00	3.00		1.00		
Final Sat.:	1805	6119		692			3502	5187		1615			5253	3292		276			3502	5187		1615		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.29		0.29			0.17	0.30		0.19			0.14	0.12		0.12			0.05	0.07		0.11		
Crit Moves:		****					****						****									****		
Green/Cycle:	0.04	0.35		0.35			0.21	0.53		0.53			0.17	0.22		0.22			0.09	0.13		0.13		
Volume/Cap:	0.57	0.82		0.82			0.82	0.57		0.37			0.82	0.54		0.54			0.54	0.50		0.82		
Delay/Veh:	39.8	20.1		20.1			29.8	9.9		8.6			30.0	21.5		21.5			28.2	24.7		46.8		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	39.8	20.1		20.1			29.8	9.9		8.6			30.0	21.5		21.5			28.2	24.7		46.8		
LOS by Move:	D	C		C			C	A		A			C	C		C			C	C		D		
HCM2kAvgQ:	2	12		12			8	8		4			7	4		4			2	3		6		

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	1	0	2	0	3	0	1	3	0	1	1	0	2	0	3	0	1
Volume Module:																				
Base Vol:	57	1583	197			655	1818	299			633	425	64			291	532	185		
Growth Adj:	1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01		
Initial Bse:	58	1599	199			662	1836	302			639	429	65			294	537	187		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	58	1599	199			662	1836	302			639	429	65			294	537	187		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	58	1599	199			662	1836	302			639	429	65			294	537	187		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	58	1599	199			662	1836	302			639	429	65			294	537	187		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.95	0.89	0.89			0.92	0.91	0.85			0.92	0.93	0.93			0.92	0.91	0.85		
Lanes:	1.00	3.56	0.44			2.00	3.00	1.00			3.00	1.74	0.26			2.00	3.00	1.00		
Final Sat.:	1805	6048	753			3502	5187	1615			5253	3076	463			3502	5187	1615		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.26	0.26			0.19	0.35	0.19			0.12	0.14	0.14			0.08	0.10	0.12		
Crit Moves:		****				****					****							****		
Green/Cycle:	0.05	0.33	0.33			0.24	0.52	0.52			0.15	0.19	0.19			0.11	0.15	0.15		
Volume/Cap:	0.68	0.80	0.80			0.80	0.68	0.36			0.80	0.75	0.75			0.75	0.71	0.80		
Delay/Veh:	48.0	20.3	20.3			27.0	11.3	8.7			30.1	27.9	27.9			33.7	27.7	41.9		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	48.0	20.3	20.3			27.0	11.3	8.7			30.1	27.9	27.9			33.7	27.7	41.9		
LOS by Move:	D	C	C			C	B	A			C	C	C			C	C	D		
HCM2kAvgQ:	2	11	11			8	10	4			6	7	7			5	5	6		

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

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	14	1827	50				72	1423	23				21	21	13				37	34	39			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	14	1864	51				73	1451	23				21	21	13				38	35	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:	14	1864	51				73	1451	23				21	21	13				38	35	40			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	14	1864	51				73	1451	23				21	21	13				38	35	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:	14	1864	51				73	1451	23				21	21	13				38	35	40			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.85				0.95	0.91	0.85				0.81	0.81	0.85				0.81	0.81	0.85			
Lanes:	1.00	3.00	1.00				1.00	3.00	1.00				0.50	0.50	1.00				0.52	0.48	1.00			
Final Sat.:	1805	5187	1615				1805	5187	1615				772	772	1615				797	733	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.36	0.03				0.04	0.28	0.01				0.03	0.03	0.01				0.05	0.05	0.02			
Crit Moves:		****					****													****				
Green/Cycle:	0.02	0.72	0.72				0.08	0.78	0.78				0.10	0.10	0.10				0.10	0.10	0.10			
Volume/Cap:	0.36	0.50	0.04				0.50	0.36	0.02				0.29	0.29	0.09				0.50	0.50	0.26			
Delay/Veh:	34.3	3.7	2.4				29.0	2.0	1.4				26.4	26.4	25.0				28.4	28.4	26.1			
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:	34.3	3.7	2.4				29.0	2.0	1.4				26.4	26.4	25.0				28.4	28.4	26.1			
LOS by Move:	C	A	A				C	A	A				C	C	C				C	C	C			
HCM2kAvgQ:	1	6	0				2	3	0				1	1	0				2	2	1			

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	13	1700	44	80	1907	26	20	41	11	51	75	34
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	1734	45	82	1945	27	20	42	11	52	77	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1734	45	82	1945	27	20	42	11	52	77	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1734	45	82	1945	27	20	42	11	52	77	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1734	45	82	1945	27	20	42	11	52	77	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.89	0.89	0.85	0.86	0.86	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.33	0.67	1.00	0.40	0.60	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	552	1132	1615	659	969	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.03	0.05	0.38	0.02	0.04	0.04	0.01	0.08	0.08	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.66	0.66	0.09	0.73	0.73	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.51	0.51	0.04	0.51	0.51	0.02	0.24	0.24	0.05	0.51	0.51	0.14
Delay/Veh:	45.7	5.4	3.6	28.8	3.6	2.2	22.8	22.8	21.7	25.1	25.1	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	5.4	3.6	28.8	3.6	2.2	22.8	22.8	21.7	25.1	25.1	22.2
LOS by Move:	D	A	A	C	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	0	2	6	0	1	1	0	3	3	1

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

Old Newport Boulevard Sub-Area Project
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED 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	1	0		1	0	2	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	76	1804		19			114	1311		64			90		95		100		3		70		51	
Growth Adj:	1.02	1.02		1.02			1.02	1.02		1.02			1.02		1.02		1.02		1.02		1.02		1.02	
Initial Bse:	78	1840		19			116	1337		65			92		97		102		3		71		52	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	78	1840		19			116	1337		65			92		97		102		3		71		52	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	78	1840		19			116	1337		65			92		97		102		3		71		52	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	78	1840		19			116	1337		65			92		97		102		3		71		52	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.90		0.90			0.82		0.82		0.85		0.44		1.00		0.85	
Lanes:	1.00	2.97		0.03			1.00	2.86		0.14			0.49		0.51		1.00		1.00		1.00		1.00	
Final Sat.:	1805	5125		54			1805	4911		240			757		799		1615		838		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.36		0.36			0.06	0.27		0.27			0.12		0.12		0.06		0.00		0.04		0.03	
Crit Moves:		****					****								****									
Green/Cycle:	0.10	0.59		0.59			0.11	0.60		0.60			0.20		0.20		0.20		0.20		0.20		0.20	
Volume/Cap:	0.45	0.61		0.61			0.61	0.45		0.45			0.61		0.61		0.32		0.02		0.19		0.16	
Delay/Veh:	27.5	8.1		8.1			31.0	6.6		6.6			25.2		25.2		21.0		19.3		20.2		20.1	
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:	27.5	8.1		8.1			31.0	6.6		6.6			25.2		25.2		21.0		19.3		20.2		20.1	
LOS by Move:	C	A		A			C	A		A			C		C		C		B		C		C	
HCM2kAvgQ:	2	9		9			3	5		5			4		4		2		0		1		1	

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

Old Newport Boulevard Sub-Area Project
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: OPTIMIZED Level Of Service: 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	1	0		1	0	2	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	67	1551		17			71	1850		54			80		65		105		31		42		90	
Growth Adj:	1.02	1.02		1.02			1.02	1.02		1.02			1.02		1.02		1.02		1.02		1.02		1.02	
Initial Bse:	68	1582		17			72	1887		55			82		66		107		32		43		92	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	68	1582		17			72	1887		55			82		66		107		32		43		92	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	68	1582		17			72	1887		55			82		66		107		32		43		92	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	68	1582		17			72	1887		55			82		66		107		32		43		92	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.91		0.91			0.81		0.81		0.85		0.50		1.00		0.85	
Lanes:	1.00	2.97		0.03			1.00	2.91		0.09			0.55		0.45		1.00		1.00		1.00		1.00	
Final Sat.:	1805	5123		56			1805	5018		146			850		690		1615		946		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.31		0.31			0.04	0.38		0.38			0.10		0.10		0.07		0.03		0.02		0.06	
Crit Moves:	****							****							****									
Green/Cycle:	0.07	0.65		0.65			0.08	0.66		0.66			0.17		0.17		0.17		0.17		0.17		0.17	
Volume/Cap:	0.57	0.48		0.48			0.48	0.57		0.57			0.57		0.57		0.39		0.20		0.13		0.34	
Delay/Veh:	33.3	5.5		5.5			28.6	5.7		5.7			25.8		25.8		23.1		22.0		21.4		22.7	
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:	33.3	5.5		5.5			28.6	5.7		5.7			25.8		25.8		23.1		22.0		21.4		22.7	
LOS by Move:	C	A		A			C	A		A			C		C		C		C		C		C	
HCM2kAvgQ:	2	6		6			2	8		8			3		3		2		1		1		2	

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

Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: OPTIMIZED 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	168	266	114	170	165	247	709	1971	211	95	791	155
Added Vol:	7	-2	0	6	4	11	-3	54	24	0	109	-3
PasserByVol:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	176	270	114	176	172	270	730	2074	235	95	942	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	270	114	176	172	270	730	2074	235	95	942	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	270	114	176	172	270	730	2074	235	95	942	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	270	114	176	172	270	730	2074	235	95	942	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.89	0.89
Lanes:	1.00	1.41	0.59	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.44	0.56
Final Sat.:	1723	2423	1023	2671	2610	2842	3502	5187	1615	1805	5831	941
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.07	0.07	0.09	0.21	0.40	0.15	0.05	0.16	0.16
Crit Moves:			****		****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.44	0.35	0.55	0.55	0.07	0.27	0.27
Volume/Cap:	0.67	0.73	0.73	0.73	0.73	0.22	0.59	0.73	0.26	0.73	0.59	0.59
Delay/Veh:	26.0	27.7	27.7	32.1	32.1	10.4	16.8	11.1	7.3	45.6	19.5	19.5
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:	26.0	27.7	27.7	32.1	32.1	10.4	16.8	11.1	7.3	45.6	19.5	19.5
LOS by Move:	C	C	C	C	C	B	B	B	A	D	B	B
HCM2kAvgQ:	5	5	5	4	4	2	7	12	2	3	6	6

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	254	208	78	228	243	710	258	1016	243	226	1910	162
Added Vol:	27	4	0	-2	-1	-1	12	122	16	0	92	6
PasserByVol:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	281	220	79	226	256	764	302	1174	262	226	2069	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	220	79	226	256	764	302	1174	262	226	2069	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	220	79	226	256	764	302	1174	262	226	2069	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	220	79	226	256	764	302	1174	262	226	2069	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.90	0.90
Lanes:	1.45	1.14	0.41	1.41	1.59	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2509	1964	705	2481	2810	2842	3502	5187	1615	1805	6324	514
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.27	0.09	0.23	0.16	0.13	0.33	0.33
Crit Moves:		****				****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.22	0.22	0.33	0.11	0.33	0.33	0.18	0.40	0.40
Volume/Cap:	0.82	0.82	0.82	0.41	0.41	0.82	0.82	0.69	0.50	0.69	0.82	0.82
Delay/Veh:	32.5	32.5	32.5	20.1	20.1	24.1	39.5	18.9	17.0	29.4	18.0	18.0
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:	32.5	32.5	32.5	20.1	20.1	24.1	39.5	18.9	17.0	29.4	18.0	18.0
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2kAvgQ:	6	6	6	3	3	10	5	8	4	5	13	13

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	129	1373		96			56	1066		368			197		124		199		65		224		28	
Growth Adj:	1.00	1.03		1.00			1.00	1.03		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	129	1414		96			56	1098		368			197		124		199		65		224		28	
Added Vol:	0	48		0			0	41		0			0		0		0		0		0		0	
PasserByVol:	23	49		0			0	64		10			12		0		9		0		1		0	
Initial Fut:	152	1511		96			56	1203		378			209		124		208		65		225		28	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	152	1511		96			56	1203		378			209		124		208		65		225		28	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	152	1511		96			56	1203		378			209		124		208		65		225		28	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	152	1511		96			56	1203		378			209		124		208		65		225		28	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.85			0.95	0.91		0.85			0.92		1.00		0.85		0.95		0.93		0.93	
Lanes:	1.00	3.00		1.00			1.00	3.00		1.00			2.00		1.00		1.00		1.00		1.78		0.22	
Final Sat.:	1805	5187		1615			1805	5187		1615			3502		1900		1615		1805		3157		393	
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.29		0.06			0.03	0.23		0.23			0.06		0.07		0.13		0.04		0.07		0.07	
Crit Moves:		****					****										****		****					
Green/Cycle:	0.15	0.52		0.52			0.06	0.42		0.42			0.13		0.23		0.23		0.06		0.16		0.16	
Volume/Cap:	0.55	0.56		0.11			0.56	0.55		0.55			0.45		0.28		0.56		0.56		0.45		0.45	
Delay/Veh:	26.1	10.1		7.5			34.8	13.4		14.1			24.6		19.4		22.4		33.4		23.4		23.4	
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:	26.1	10.1		7.5			34.8	13.4		14.1			24.6		19.4		22.4		33.4		23.4		23.4	
LOS by Move:	C	B		A			C	B		B			C		B		C		C		C		C	
HCM2kAvgQ:	4	8		1			2	7		6			2		2		4		2		3		3	

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	117	1215		55			48	1513		205			293		135	187			121		178		38	
Growth Adj:	1.00	1.03		1.00			1.00	1.03		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
Initial Bse:	117	1251		55			48	1558		205			293		135	187			121		178		38	
Added Vol:	0	57		0			0	59		0			0		0	0			0		0		0	
PasserByVol:	26	69		0			0	62		6			19		0	41			0		0		0	
Initial Fut:	143	1377		55			48	1679		211			312		135	228			121		178		38	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
PHF Volume:	143	1377		55			48	1679		211			312		135	228			121		178		38	
Reduct Vol:	0	0		0			0	0		0			0		0	0			0		0		0	
Reduced Vol:	143	1377		55			48	1679		211			312		135	228			121		178		38	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
FinalVolume:	143	1377		55			48	1679		211			312		135	228			121		178		38	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900	1900			1900		1900		1900	
Adjustment:	0.95	0.91		0.85			0.95	0.91		0.85			0.92		1.00	0.85			0.95		0.92		0.92	
Lanes:	1.00	3.00		1.00			1.00	3.00		1.00			2.00		1.00	1.00			1.00		1.65		0.35	
Final Sat.:	1805	5187		1615			1805	5187		1615			3502		1900	1615			1805		2896		618	
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.27		0.03			0.03	0.32		0.13			0.09		0.07	0.14			0.07		0.06		0.06	
Crit Moves:	****							****								****			****					
Green/Cycle:	0.11	0.52		0.52			0.05	0.46		0.46			0.17		0.20	0.20			0.10		0.12		0.12	
Volume/Cap:	0.71	0.51		0.07			0.51	0.71		0.28			0.51		0.35	0.71			0.71		0.51		0.51	
Delay/Veh:	36.4	9.6		7.2			32.4	14.0		10.3			23.2		21.2	29.3			38.9		25.8		25.8	
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:	36.4	9.6		7.2			32.4	14.0		10.3			23.2		21.2	29.3			38.9		25.8		25.8	
LOS by Move:	D	A		A			C	B		B			C		C	C			D		C		C	
HCM2kAvgQ:	4	7		1			2	10		3			3		2	6			4		3		3	

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: OPTIMIZED 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			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	383	0	288	0	2144	188	0	836	349
Added Vol:	0	0	0	17	0	20	0	54	6	0	86	0
PasserByVol:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	417	0	343	0	2210	198	0	964	349
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	417	0	343	0	2210	0	0	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	417	0	343	0	2210	0	0	964	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	417	0	343	0	2210	0	0	964	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	0.61	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	2330	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.21	0.00	0.61	0.00	0.00	0.19	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.69	0.00	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.88	0.00	0.88	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	26.5	0.0	42.5	0.0	11.4	0.0	0.0	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.5	0.0	42.5	0.0	11.4	0.0	0.0	3.5	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	10	0	21	0	0	3	0

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED 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			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	586	0	393	0	1299	159	0	1878	487
Added Vol:	0	0	0	57	0	0	0	116	4	0	98	0
PasserByVol:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	687	0	412	0	1491	170	0	2002	487
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	687	0	412	0	1491	0	0	2002	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	687	0	412	0	1491	0	0	2002	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	687	0	412	0	1491	0	0	2002	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	0.60	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	2281	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.26	0.00	0.41	0.00	0.00	0.39	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.65	0.00	0.77	0.00	0.00	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	19.8	0.0	17.2	0.0	12.7	0.0	0.0	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.8	0.0	17.2	0.0	12.7	0.0	0.0	11.3	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	7	0	13	0	0	12	0

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED Level Of Service: 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1	0 1	0	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	1	77	4	304	312	1950	4	17	1158	67
Added Vol:	0	0	0	0	0	0	0	79	0	0	138	0
PasserByVol:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	304	312	2132	4	17	1388	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:	0	0	1	79	4	304	312	2132	4	17	1388	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	312	2132	4	17	1388	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:	0	0	1	79	4	304	312	2132	4	17	1388	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	1.00	1.00	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1644	1808	92	1615	1805	3602	7	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.19	0.17	0.59	0.59	0.01	0.27	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.39	0.33	0.83	0.83	0.01	0.51	0.51
Volume/Cap:	0.00	0.00	0.01	0.72	0.72	0.48	0.52	0.72	0.72	0.72	0.52	0.08
Delay/Veh:	0.0	0.0	26.5	46.9	46.9	14.3	17.2	3.1	3.1	99.3	10.0	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	26.5	46.9	46.9	14.3	17.2	3.1	3.1	99.3	10.0	7.6
LOS by Move:	A	A	C	D	D	B	B	A	A	F	B	A
HCM2kAvgQ:	0	0	0	3	3	5	5	10	10	1	7	1

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED 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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	10	11	2	98	2	404	244	1414	5	11	2220	70
Added Vol:	0	0	0	0	0	0	0	153	0	0	125	0
PasserByVol:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	404	244	1705	5	11	2484	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	2	100	2	404	244	1705	5	11	2484	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	244	1705	5	11	2484	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	11	2	100	2	404	244	1705	5	11	2484	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.74	0.74	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	748	823	150	1385	28	1615	1805	3598	11	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.25	0.14	0.47	0.47	0.01	0.48	0.05
Crit Moves:						****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.31	0.17	0.75	0.75	0.01	0.59	0.59
Volume/Cap:	0.09	0.09	0.09	0.51	0.51	0.81	0.81	0.63	0.63	0.63	0.81	0.08
Delay/Veh:	22.6	22.6	22.6	26.0	26.0	28.7	39.1	4.1	4.1	87.1	11.3	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	22.6	26.0	26.0	28.7	39.1	4.1	4.1	87.1	11.3	5.3
LOS by Move:	C	C	C	C	C	C	D	A	A	F	B	A
HCM2kAvgQ:	0	0	0	3	3	10	7	9	9	1	16	1

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

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Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	33	1	14	42	2052	1	0	1257	35
Added Vol:	0	0	0	0	0	0	0	79	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	14	42	2239	1	0	1488	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2239	1	0	1488	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2239	1	0	1488	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2239	1	0	1488	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	0.87	0.87	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	1900	0	1138	34	483	1805	3608	2	0	5051	119
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.62	0.62	0.00	0.29	0.29
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.61	0.90	0.90	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	1.02	1.02	1.02	0.04	0.69	0.69	0.00	1.02	1.02
Delay/Veh:	0.0	0.0	0.0	176.2	176	176.2	6.3	1.8	1.8	0.0	57.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	176.2	176	176.2	6.3	1.8	1.8	0.0	57.1	57.1
LOS by Move:	A	A	A	F	F	F	A	A	A	A	E	E
HCM2kAvgQ:	0	0	0	4	4	4	0	9	9	0	21	21

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

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Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

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Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	1	2	55	0	27	94	1417	20	0	2297	52
Added Vol:	0	0	0	0	0	0	0	153	0	0	125	0
PasserByVol:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	27	94	1710	20	0	2565	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1710	20	0	2565	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1710	20	0	2565	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1710	20	0	2565	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.75	1.00	0.75	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	0.00	2.94	0.06
Final Sat.:	0	576	1153	958	0	470	1805	3562	42	0	5069	103
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.05	0.48	0.48	0.00	0.51	0.51
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.08	0.82	0.82	0.00	0.74	0.74
Volume/Cap:	0.00	0.02	0.02	0.68	0.00	0.68	0.68	0.59	0.59	0.00	0.68	0.68
Delay/Veh:	0.0	25.3	25.3	41.8	0.0	41.8	40.4	2.3	2.3	0.0	4.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	25.3	41.8	0.0	41.8	40.4	2.3	2.3	0.0	4.6	4.6
LOS by Move:	A	C	C	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	3	7	7	0	10	10

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

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Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	1	0		1	0	2	1	1		2	1	1	0	1		1	0	2	1	1	
Volume Module:																								
Base Vol:	28	2938		20			152	2588		525			790	218		5			33	168		240		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	29	3056		21			158	2692		546			822	227		5			34	175		250		
Added Vol:	0	281		0			0	165		20			210	11		3			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	29	3337		21			158	2857		566			1032	238		8			34	175		250		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	29	3337		21			158	2857		566			1032	238		8			34	175		250		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	29	3337		21			158	2857		566			1032	238		8			34	175		250		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	29	3337		21			158	2857		566			1032	238		8			34	175		250		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.91		0.91			0.95	0.89		0.89			0.89	0.91		0.85			0.95	0.83		0.83		
Lanes:	1.00	3.98		0.02			1.00	3.00		1.00			3.00	1.00		1.00			1.00	2.00		2.00		
Final Sat.:	1805	6867		43			1805	5058		1686			5048	1735		1615			1805	3153		3153		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.49		0.49			0.09	0.56		0.34			0.20	0.14		0.01			0.02	0.06		0.08		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.02	0.52		0.52			0.09	0.59		0.59			0.22	0.22		0.22			0.06	0.06		0.15		
Volume/Cap:	0.95	0.94		0.94			0.94	0.95		0.56			0.95	0.64		0.02			0.33	0.95		0.52		
Delay/Veh:	175.1	21.4		21.4			82.5	19.8		8.8			41.3	25.7		21.7			33.4	62.8		28.0		
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:	175.1	21.4		21.4			82.5	19.8		8.8			41.3	25.7		21.7			33.4	62.8		28.0		
LOS by Move:	F		C		C		F		B		A		D		C		C		C		E		C	
HCM2kAvgQ:	2		24		24		7		27		9		13		6		0		1		5		3	

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	1.031
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.9
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	72	2436	29	189	2700	784	807	210	20	66	332	208
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	75	2533	30	197	2808	815	839	218	21	69	345	216
Added Vol:	4	291	0	0	335	228	86	3	1	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	2824	30	197	3143	1043	925	221	22	69	356	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2824	30	197	3143	1043	925	221	22	69	356	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	2824	30	197	3143	1043	925	221	22	69	356	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	2824	30	197	3143	1043	925	221	22	69	356	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.88	0.88	0.89	0.91	0.85	0.95	0.86	0.86
Lanes:	1.00	3.96	0.04	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.49	1.51
Final Sat.:	1805	6832	73	1805	4993	1664	5049	1735	1615	1805	4059	2465
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.41	0.11	0.63	0.63	0.18	0.13	0.01	0.04	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.52	0.52	0.14	0.61	0.61	0.18	0.18	0.18	0.09	0.09	0.22
Volume/Cap:	1.03	0.80	0.80	0.80	1.03	1.03	1.03	0.72	0.08	0.45	1.03	0.40
Delay/Veh:	157.2	20.3	20.3	56.6	41.4	40.0	74.3	38.4	32.7	43.4	89.8	31.8
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:	157.2	20.3	20.3	56.6	41.4	40.0	74.3	38.4	32.7	43.4	89.8	31.8
LOS by Move:	F	C	C	E	D	D	E	D	C	D	F	C
HCM2kAvgQ:	5	21	21	8	45	44	16	8	1	2	9	4

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	0	1		0	1	0	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	3	2765	35				65	2579	12				3	11	2				25	6	157			
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	3	2876	36				68	2682	12				3	11	2				26	6	163			
Added Vol:	0	281	0				0	168	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	3	3157	36				68	2850	12				3	11	2				26	6	163			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	3	3157	36				68	2850	12				3	11	2				26	6	163			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	3	3157	36				68	2850	12				3	11	2				26	6	163			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	3	3157	36				68	2850	12				3	11	2				26	6	163			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.91				0.95	0.91	0.85				0.93	0.93	0.85				0.76	0.86	0.86			
Lanes:	1.00	3.95	0.05				1.00	3.00	1.00				0.21	0.79	1.00				1.00	0.04	0.96			
Final Sat.:	1805	6826	79				1805	5187	1615				380	1393	1615				1437	60	1566			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.46	0.46				0.04	0.55	0.01				0.01	0.01	0.00				0.02	0.10	0.10			
Crit Moves:	****							****												****				
Green/Cycle:	0.00	0.70	0.70				0.06	0.75	0.75				0.14	0.14	0.14				0.14	0.14	0.14			
Volume/Cap:	0.73	0.66	0.66				0.66	0.73	0.01				0.06	0.06	0.01				0.13	0.73	0.73			
Delay/Veh:	257.9	5.4	5.4				42.6	4.7	1.8				22.3	22.3	22.1				22.7	35.6	35.6			
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:	257.9	5.4	5.4				42.6	4.7	1.8				22.3	22.3	22.1				22.7	35.6	35.6			
LOS by Move:	F	A	A				D	A	A				C	C	C				C	D	D			
HCM2kAvgQ:	1	10	10				3	12	0				0	0	0				1	5	5			

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	1	0		1	0	3	0	1		0	1	0	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	27	2540		37			96	2689		59			14		20		12		40		25		100	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	28	2642		38			100	2797		61			15		21		12		42		26		104	
Added Vol:	0	295		0			0	336		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	28	2937		38			100	3133		61			15		21		12		42		26		104	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	28	2937		38			100	3133		61			15		21		12		42		26		104	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	28	2937		38			100	3133		61			15		21		12		42		26		104	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	28	2937		38			100	3133		61			15		21		12		42		26		104	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.91		0.85			0.66		0.66		0.85		0.74		0.88		0.88	
Lanes:	1.00	3.95		0.05			1.00	3.00		1.00			0.41		0.59		1.00		1.00		0.20		0.80	
Final Sat.:	1805	6814		89			1805	5187		1615			518		741		1615		1405		334		1338	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.43		0.43			0.06	0.60		0.04			0.03		0.03		0.01		0.03		0.08		0.08	
Crit Moves:	****							****													****			
Green/Cycle:	0.02	0.71		0.71			0.09	0.78		0.78			0.10		0.10		0.10		0.10		0.10		0.10	
Volume/Cap:	0.77	0.61		0.61			0.61	0.77		0.05			0.28		0.28		0.08		0.30		0.77		0.77	
Delay/Veh:	95.7	4.7		4.7			32.7	4.7		1.5			26.2		26.2		24.7		26.2		46.2		46.2	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	95.7	4.7		4.7			32.7	4.7		1.5			26.2		26.2		24.7		26.2		46.2		46.2	
LOS by Move:	F		A		A		C		A		A		C		C		C		C		D		D	
HCM2kAvgQ:	2		8		8		3		14		0		1		1		0		1		4		4	

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	OPTIMIZED	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	225	2795	0	0	2575	26	29	0	449	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	234	2907	0	0	2678	27	30	0	467	0	0	0
Added Vol:	3	281	0	0	168	0	0	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	3188	0	0	2846	27	30	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	3188	0	0	2846	27	30	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	3188	0	0	2846	27	30	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	3188	0	0	2846	27	30	0	494	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	0.91	0.84	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	6916	0	0	5131	49	1600	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.00	0.00	0.55	0.55	0.02	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.70	0.00	0.00	0.63	0.63	0.20	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.88	0.66	0.00	0.00	0.88	0.88	0.10	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	54.9	5.2	0.0	0.0	12.6	12.6	19.9	0.0	21.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	5.2	0.0	0.0	12.6	12.6	19.9	0.0	21.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	B	A	C	A	A	A
HCM2kAvgQ:	5	10	0	0	20	20	1	0	6	0	0	0

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 1.055
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0	0	0 0 2	1	0	1 0 0	0	2	0 0 0	0	0
Volume Module:												
Base Vol:	466	2718	0	0	2758	45	50	0	562	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	485	2827	0	0	2868	47	52	0	584	0	0	0
Added Vol:	31	295	0	0	336	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	516	3122	0	0	3204	47	52	0	594	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	3122	0	0	3204	47	52	0	594	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	3122	0	0	3204	47	52	0	594	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	3122	0	0	3204	47	52	0	594	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	0.91	0.81	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	6916	0	0	5101	75	1547	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.45	0.00	0.00	0.63	0.63	0.03	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.74	0.00	0.00	0.60	0.60	0.20	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	1.05	0.61	0.00	0.00	1.05	1.05	0.17	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	94.6	6.0	0.0	0.0	51.3	51.3	30.2	0.0	26.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	6.0	0.0	0.0	51.3	51.3	30.2	0.0	26.2	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	D	C	A	C	A	A	A
HCM2kAvgQ:	13	12	0	0	46	46	1	0	9	0	0	0

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 3	0	1	2 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	44 2669		7	67 2612		186	196	101	58	9	92	36
Growth Adj:	1.04 1.04		1.04	1.04 1.04		1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46 2776		7	70 2716		193	204	105	60	9	96	37
Added Vol:	0 284		0	0 195		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	46 3060		7	70 2911		193	204	105	60	9	96	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:	46 3060		7	70 2911		193	204	105	60	9	96	37
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	46 3060		7	70 2911		193	204	105	60	9	96	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:	46 3060		7	70 2911		193	204	105	60	9	96	37
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.91		0.91	0.95 0.91		0.85	0.92	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00 3.99		0.01	1.00 3.00		1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1805 6897		16	1805 5187		1615	3502	1900	1615	1805	1308	512
Capacity Analysis Module:												
Vol/Sat:	0.03 0.44		0.44	0.04 0.56		0.12	0.06	0.06	0.04	0.01	0.07	0.07
Crit Moves:	****			****			****				****	
Green/Cycle:	0.03 0.65		0.65	0.06 0.68		0.68	0.07	0.14	0.14	0.01	0.09	0.09
Volume/Cap:	0.83 0.68		0.68	0.68 0.83		0.18	0.83	0.38	0.26	0.38	0.83	0.83
Delay/Veh:	91.8 7.0		7.0	44.9 8.9		3.6	47.8	24.1	23.4	39.0	55.5	55.5
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:	91.8 7.0		7.0	44.9 8.9		3.6	47.8	24.1	23.4	39.0	55.5	55.5
LOS by Move:	F	A	A	D	A	A	D	C	C	D	E	E
HCM2kAvgQ:	3	11	11	3	17	1	4	2	1	1	5	5

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	0	1		2	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	85	2704		19			114	2959		145			269		87		62		22		119		44	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	88	2812		20			119	3077		151			280		90		64		23		124		46	
Added Vol:	0	326		0			0	345		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	88	3138		20			119	3422		151			280		90		64		23		124		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:	88	3138		20			119	3422		151			280		90		64		23		124		46	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	88	3138		20			119	3422		151			280		90		64		23		124		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:	88	3138		20			119	3422		151			280		90		64		23		124		46	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.91		0.85			0.92		1.00		0.85		0.95		0.96		0.96	
Lanes:	1.00	3.98		0.03			1.00	3.00		1.00			2.00		1.00		1.00		1.00		0.73		0.27	
Final Sat.:	1805	6867		43			1805	5187		1615			3502		1900		1615		1805		1331		492	
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.46		0.46			0.07	0.66		0.09			0.08		0.05		0.04		0.01		0.09		0.09	
Crit Moves:	****							****					****								****			
Green/Cycle:	0.05	0.64		0.64			0.09	0.68		0.68			0.08		0.14		0.14		0.04		0.10		0.10	
Volume/Cap:	0.97	0.72		0.72			0.72	0.97		0.14			0.97		0.34		0.28		0.34		0.97		0.97	
Delay/Veh:	125.6	10.9		10.9			51.6	22.8		4.9			84.5		33.7		33.4		42.9		98.4		98.4	
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:	125.6	10.9		10.9			51.6	22.8		4.9			84.5		33.7		33.4		42.9		98.4		98.4	
LOS by Move:	F	B		B			D	C		A			F		C		C		D		F		F	
HCM2kAvgQ:	5	16		16			5	39		1			7		2		2		1		8		8	

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		2	0	3	0	1		3	0	1	1	0		2	0	3	0	1	
Volume Module:																								
Base Vol:	38	1742		197			603	1544		309			730	381		32			159	340		174		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	40	1812		205			627	1606		321			759	396		33			165	354		181		
Added Vol:	0	160		0			78	80		37			123	17		0			0	-3		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	40	1972		205			705	1686		358			882	413		33			165	351		181		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	40	1972		205			705	1686		358			882	413		33			165	351		181		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	40	1972		205			705	1686		358			882	413		33			165	351		181		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	40	1972		205			705	1686		358			882	413		33			165	351		181		
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	0.91		0.85			0.92	0.94		0.94			0.92	0.91		0.85		
Lanes:	1.00	3.62		0.38			2.00	3.00		1.00			3.00	1.85		0.15			2.00	3.00		1.00		
Final Sat.:	1805	6177		642			3502	5187		1615			5253	3304		266			3502	5187		1615		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.32		0.32			0.20	0.32		0.22			0.17	0.13		0.13			0.05	0.07		0.11		
Crit Moves:		****					****						****									****		
Green/Cycle:	0.04	0.35		0.35			0.22	0.53		0.53			0.18	0.22		0.22			0.08	0.12		0.12		
Volume/Cap:	0.62	0.92		0.92			0.92	0.62		0.42			0.92	0.57		0.57			0.57	0.56		0.92		
Delay/Veh:	45.1	25.7		25.7			39.8	10.3		8.9			38.3	21.8		21.8			29.1	26.0		69.3		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	45.1	25.7		25.7			39.8	10.3		8.9			38.3	21.8		21.8			29.1	26.0		69.3		
LOS by Move:	D	C		C			D	B		A			D	C		C			C	C		E		
HCM2kAvgQ:	2	16		16			11	9		4			10	5		5			3	3		7		

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1 0		2 0 3	0 1		3 0 1	1 0		2 0 3	0 1	
Volume Module:												
Base Vol:	57	1583	197	655	1818	299	633	425	64	291	532	185
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	1646	205	681	1891	311	658	442	67	303	553	192
Added Vol:	0	140	0	20	186	140	84	1	0	0	21	101
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1786	205	701	2077	451	742	443	67	303	574	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1786	205	701	2077	451	742	443	67	303	574	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1786	205	701	2077	451	742	443	67	303	574	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1786	205	701	2077	451	742	443	67	303	574	293
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	0.91	0.85	0.92	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.74	0.26	2.00	3.00	1.00
Final Sat.:	1805	6109	701	3502	5187	1615	5253	3077	462	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.20	0.40	0.28	0.14	0.14	0.14	0.09	0.11	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.31	0.31	0.21	0.48	0.48	0.15	0.21	0.21	0.13	0.19	0.19
Volume/Cap:	0.83	0.94	0.94	0.94	0.83	0.58	0.94	0.67	0.67	0.67	0.57	0.94
Delay/Veh:	80.8	29.3	29.3	43.2	15.7	12.2	44.4	24.0	24.0	28.9	22.8	59.5
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:	80.8	29.3	29.3	43.2	15.7	12.2	44.4	24.0	24.0	28.9	22.8	59.5
LOS by Move:	F	C	C	D	B	B	D	C	C	C	C	E
HCM2kAvgQ:	3	15	15	11	15	7	9	6	6	4	4	10

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	1827	50	72	1423	23	21	21	13	37	34	39
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	1918	53	76	1494	24	22	22	14	39	36	41
Added Vol:	0	34	14	0	41	38	127	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1952	67	76	1535	62	149	25	14	39	36	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:	15	1952	67	76	1535	62	149	25	14	39	36	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1952	67	76	1535	62	149	25	14	39	36	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:	15	1952	67	76	1535	62	149	25	14	39	36	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.69	0.69	0.85	0.82	0.82	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.86	0.14	1.00	0.52	0.48	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1129	190	1615	810	744	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.04	0.04	0.30	0.04	0.13	0.13	0.01	0.05	0.05	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.02	0.62	0.62	0.07	0.67	0.67	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.44	0.61	0.07	0.61	0.44	0.06	0.61	0.61	0.04	0.22	0.22	0.12
Delay/Veh:	38.4	7.5	4.7	35.9	4.9	3.5	25.1	25.1	18.6	19.7	19.7	19.1
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:	38.4	7.5	4.7	35.9	4.9	3.5	25.1	25.1	18.6	19.7	19.7	19.1
LOS by Move:	D	A	A	D	A	A	C	C	B	B	B	B
HCM2kAvgQ:	1	9	1	3	5	0	4	4	0	1	1	1

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	1700	44				80	1907	26				20	41	11				51	75	34			
Growth Adj:	1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05			
Initial Bse:	14	1785	46				84	2002	27				21	43	12				54	79	36			
Added Vol:	0	53	3				0	42	144				87	1	0				18	4	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	14	1838	49				84	2044	171				108	44	12				72	83	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:	14	1838	49				84	2044	171				108	44	12				72	83	36			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	14	1838	49				84	2044	171				108	44	12				72	83	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:	14	1838	49				84	2044	171				108	44	12				72	83	36			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.85				0.95	0.91	0.85				0.63	0.63	0.85				0.79	0.79	0.85			
Lanes:	1.00	3.00	1.00				1.00	3.00	1.00				0.71	0.29	1.00				0.46	0.54	1.00			
Final Sat.:	1805	5187	1615				1805	5187	1615				849	346	1615				698	807	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.35	0.03				0.05	0.39	0.11				0.13	0.13	0.01				0.10	0.10	0.02			
Crit Moves:	****							****						****										
Green/Cycle:	0.01	0.60	0.60				0.08	0.67	0.67				0.22	0.22	0.22				0.22	0.22	0.22			
Volume/Cap:	0.59	0.59	0.05				0.59	0.59	0.16				0.59	0.59	0.03				0.47	0.47	0.10			
Delay/Veh:	63.1	7.6	4.9				32.8	5.6	3.7				24.6	24.6	18.6				21.6	21.6	19.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	63.1	7.6	4.9				32.8	5.6	3.7				24.6	24.6	18.6				21.6	21.6	19.0			
LOS by Move:	E	A	A				C	A	A				C	C	B				C	C	B			
HCM2kAvgQ:	1	8	0				3	8	1				4	4	0				3	3	1			

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED 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	1	0		1	0	2	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	76	1804		19			114	1311		64			90		95		100		3		70		51	
Growth Adj:	1.05	1.05		1.05			1.05	1.05		1.05			1.05		1.05		1.05		1.05		1.05		1.05	
Initial Bse:	80	1894		20			120	1377		67			95		100		105		3		74		54	
Added Vol:	0	48		0			0	41		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	80	1942		20			120	1418		67			95		100		105		3		74		54	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	80	1942		20			120	1418		67			95		100		105		3		74		54	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	80	1942		20			120	1418		67			95		100		105		3		74		54	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	80	1942		20			120	1418		67			95		100		105		3		74		54	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.90		0.90			0.82		0.82		0.85		0.43		1.00		0.85	
Lanes:	1.00	2.97		0.03			1.00	2.86		0.14			0.49		0.51		1.00		1.00		1.00		1.00	
Final Sat.:	1805	5127		53			1805	4919		233			754		796		1615		810		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.38		0.38			0.07	0.29		0.29			0.13		0.13		0.07		0.00		0.04		0.03	
Crit Moves:		****					****								****									
Green/Cycle:	0.09	0.60		0.60			0.10	0.61		0.61			0.20		0.20		0.20		0.20		0.20		0.20	
Volume/Cap:	0.47	0.63		0.63			0.63	0.47		0.47			0.63		0.63		0.33		0.02		0.20		0.17	
Delay/Veh:	27.9	8.3		8.3			32.6	6.6		6.6			26.4		26.4		21.3		19.4		20.3		20.2	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	27.9	8.3		8.3			32.6	6.6		6.6			26.4		26.4		21.3		19.4		20.3		20.2	
LOS by Move:	C	A		A			C	A		A			C		C		C		B		C		C	
HCM2kAvgQ:	2	9		9			3	6		6			5		5		2		0		1		1	

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

Old Newport Boulevard Sub-Area Project
Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED Level Of Service: 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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	67	1551	17	71	1850	54	80	65	105	31	42	90
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	70	1629	18	75	1943	57	84	68	110	33	44	95
Added Vol:	0	57	0	0	59	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1686	18	75	2002	57	84	68	110	33	44	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1686	18	75	2002	57	84	68	110	33	44	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1686	18	75	2002	57	84	68	110	33	44	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1686	18	75	2002	57	84	68	110	33	44	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.81	0.81	0.85	0.48	1.00	0.85
Lanes:	1.00	2.97	0.03	1.00	2.92	0.08	0.55	0.45	1.00	1.00	1.00	1.00
Final Sat.:	1805	5124	54	1805	5023	142	847	688	1615	918	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.04	0.40	0.40	0.10	0.10	0.07	0.04	0.02	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.65	0.65	0.08	0.67	0.67	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.60	0.50	0.50	0.50	0.60	0.60	0.60	0.60	0.41	0.21	0.14	0.35
Delay/Veh:	35.3	5.5	5.5	29.2	5.8	5.8	27.0	27.0	23.4	22.3	21.5	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	5.5	5.5	29.2	5.8	5.8	27.0	27.0	23.4	22.3	21.5	22.9
LOS by Move:	D	A	A	C	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	6	6	2	8	8	4	4	2	1	1	2

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

Existing + Growth (Year 2012) + Approved Projects + Cumulative Projects + Project

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle: OPTIMIZED		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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	168	266	114	170	165	247	709	1971	211	95	791	155
Added Vol:	7	0	0	6	4	11	-3	59	24	0	110	-3
PasserByVol:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	176	272	114	176	172	270	730	2079	235	95	943	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	272	114	176	172	270	730	2079	235	95	943	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	272	114	176	172	270	730	2079	235	95	943	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	272	114	176	172	270	730	2079	235	95	943	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.89	0.89
Lanes:	1.00	1.41	0.59	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.44	0.56
Final Sat.:	1723	2429	1018	2671	2610	2842	3502	5187	1615	1805	5832	940
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.07	0.07	0.09	0.21	0.40	0.15	0.05	0.16	0.16
Crit Moves:		****			****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.44	0.35	0.55	0.55	0.07	0.27	0.27
Volume/Cap:	0.66	0.73	0.73	0.73	0.73	0.22	0.59	0.73	0.26	0.73	0.59	0.59
Delay/Veh:	25.9	27.7	27.7	32.2	32.2	10.4	16.8	11.1	7.3	45.9	19.5	19.5
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:	25.9	27.7	27.7	32.2	32.2	10.4	16.8	11.1	7.3	45.9	19.5	19.5
LOS by Move:	C	C	C	C	C	B	B	B	A	D	B	B
HCM2kAvgQ:	5	5	5	4	4	2	7	12	2	3	6	6

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	254	208	78	228	243	710	258	1016	243	226	1910	162
Added Vol:	27	5	0	-2	2	-1	12	126	16	0	101	6
PasserByVol:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	281	221	79	226	259	764	302	1178	262	226	2078	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	221	79	226	259	764	302	1178	262	226	2078	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	221	79	226	259	764	302	1178	262	226	2078	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	221	79	226	259	764	302	1178	262	226	2078	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.90	0.90
Lanes:	1.45	1.14	0.41	1.40	1.60	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2505	1970	704	2466	2826	2842	3502	5187	1615	1805	6327	512
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.27	0.09	0.23	0.16	0.13	0.33	0.33
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.22	0.22	0.33	0.11	0.33	0.33	0.18	0.40	0.40
Volume/Cap:	0.82	0.82	0.82	0.41	0.41	0.82	0.82	0.70	0.50	0.70	0.82	0.82
Delay/Veh:	32.6	32.6	32.6	20.2	20.2	24.3	39.7	18.9	17.0	29.5	18.1	18.1
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:	32.6	32.6	32.6	20.2	20.2	24.3	39.7	18.9	17.0	29.5	18.1	18.1
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2kAvgQ:	6	6	6	3	3	10	5	8	4	5	13	13

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	2 0 1	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	129 1373		96	56 1066		368	197	124	199	65	224	28
Growth Adj:	1.00 1.03		1.00	1.00 1.03		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129 1414		96	56 1098		368	197	124	199	65	224	28
Added Vol:	0 48		7	10 41		0	0	6	0	2	2	3
PasserByVol:	23 49		0	0 64		10	12	0	9	0	1	0
Initial Fut:	152 1511		103	66 1203		378	209	130	208	67	227	31
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152 1511		103	66 1203		378	209	130	208	67	227	31
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	152 1511		103	66 1203		378	209	130	208	67	227	31
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152 1511		103	66 1203		378	209	130	208	67	227	31
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.91		0.85	0.95 0.91		0.85	0.92	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00 3.00		1.00	1.00 3.00		1.00	2.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1805 5187		1615	1805 5187		1615	3502	1900	1615	1805	3119	426
Capacity Analysis Module:												
Vol/Sat:	0.08 0.29		0.06	0.04 0.23		0.23	0.06	0.07	0.13	0.04	0.07	0.07
Crit Moves:	****			****					****	****		
Green/Cycle:	0.15 0.51		0.51	0.06 0.42		0.42	0.13	0.23	0.23	0.07	0.16	0.16
Volume/Cap:	0.55 0.57		0.12	0.57 0.55		0.55	0.45	0.30	0.57	0.57	0.45	0.45
Delay/Veh:	26.0 10.4		7.7	33.9 13.3		14.0	24.8	19.7	22.8	33.7	23.4	23.4
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:	26.0 10.4		7.7	33.9 13.3		14.0	24.8	19.7	22.8	33.7	23.4	23.4
LOS by Move:	C	B	A	C	B	B	C	B	C	C	C	C
HCM2kAvgQ:	3	8	1	2	7	6	2	2	4	2	3	3

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			2 0 1 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1251	55	48	1558	205	293	135	187	121	178	38
Added Vol:	0	57	5	6	59	0	0	4	0	11	9	16
PasserByVol:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	143	1377	60	54	1679	211	312	139	228	132	187	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1377	60	54	1679	211	312	139	228	132	187	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1377	60	54	1679	211	312	139	228	132	187	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1377	60	54	1679	211	312	139	228	132	187	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.55	0.45
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	1900	1615	1805	2707	782
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.04	0.03	0.32	0.13	0.09	0.07	0.14	0.07	0.07	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.51	0.51	0.06	0.45	0.45	0.17	0.20	0.20	0.10	0.13	0.13
Volume/Cap:	0.71	0.52	0.07	0.52	0.71	0.29	0.53	0.37	0.71	0.71	0.53	0.53
Delay/Veh:	37.1	10.1	7.6	32.2	14.2	10.5	23.6	21.4	29.8	38.3	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	10.1	7.6	32.2	14.2	10.5	23.6	21.4	29.8	38.3	25.4	25.4
LOS by Move:	D	B	A	C	B	B	C	C	C	D	C	C
HCM2kAvgQ:	4	7	1	2	11	3	3	3	6	4	3	3

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED 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			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	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	383	0	288	0	2144	188	0	836	349
Added Vol:	0	0	0	19	0	20	0	60	6	0	87	0
PasserByVol:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	419	0	343	0	2216	198	0	965	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	419	0	343	0	2216	0	0	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	419	0	343	0	2216	0	0	965	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	419	0	343	0	2216	0	0	965	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	0.61	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	2330	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.21	0.00	0.61	0.00	0.00	0.19	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.69	0.00	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.89	0.00	0.89	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	42.9	0.0	11.5	0.0	0.0	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7	0.0	42.9	0.0	11.5	0.0	0.0	3.5	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	10	0	21	0	0	3	0

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: OPTIMIZED 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			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	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	0	586	0	393	0	1299	159	0	1878	487
Added Vol:	0	0	0	66	0	0	0	119	4	0	107	0
PasserByVol:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	696	0	412	0	1494	170	0	2011	487
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	696	0	412	0	1494	0	0	2011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	696	0	412	0	1494	0	0	2011	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	696	0	412	0	1494	0	0	2011	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	0.60	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	2280	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.26	0.00	0.41	0.00	0.00	0.39	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.64	0.00	0.77	0.00	0.00	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	19.8	0.0	16.9	0.0	12.9	0.0	0.0	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.8	0.0	16.9	0.0	12.9	0.0	0.0	11.4	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	7	0	13	0	0	12	0

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED Level Of Service: 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	0	1	77	4	304	312	1950	4	17	1158	67
Added Vol:	0	0	0	0	0	0	0	81	0	0	144	0
PasserByVol:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	304	312	2134	4	17	1394	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:	0	0	1	79	4	304	312	2134	4	17	1394	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	312	2134	4	17	1394	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:	0	0	1	79	4	304	312	2134	4	17	1394	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	1.00	1.00	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	1644	1808	92	1615	1805	3602	7	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.19	0.17	0.59	0.59	0.01	0.27	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.39	0.33	0.83	0.83	0.01	0.51	0.51
Volume/Cap:	0.00	0.00	0.01	0.72	0.72	0.48	0.53	0.72	0.72	0.72	0.53	0.08
Delay/Veh:	0.0	0.0	26.5	47.0	47.0	14.4	17.2	3.1	3.1	99.6	10.0	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	26.5	47.0	47.0	14.4	17.2	3.1	3.1	99.6	10.0	7.5
LOS by Move:	A	A	C	D	D	B	B	A	A	F	B	A
HCM2kAvgQ:	0	0	0	3	3	5	5	10	10	1	7	1

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED 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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	10	11	2	98	2	404	244	1414	5	11	2220	70
Added Vol:	0	0	0	0	0	0	0	162	0	0	128	0
PasserByVol:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	404	244	1714	5	11	2487	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	11	2	100	2	404	244	1714	5	11	2487	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	244	1714	5	11	2487	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	11	2	100	2	404	244	1714	5	11	2487	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.74	0.74	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	748	823	150	1385	28	1615	1805	3598	10	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.25	0.14	0.48	0.48	0.01	0.48	0.05
Crit Moves:						****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.31	0.17	0.75	0.75	0.01	0.59	0.59
Volume/Cap:	0.09	0.09	0.09	0.51	0.51	0.81	0.81	0.64	0.64	0.64	0.81	0.08
Delay/Veh:	22.6	22.6	22.6	26.0	26.0	28.8	39.2	4.1	4.1	88.4	11.3	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	22.6	26.0	26.0	28.8	39.2	4.1	4.1	88.4	11.3	5.3
LOS by Move:	C	C	C	C	C	C	D	A	A	F	B	A
HCM2kAvgQ:	0	0	0	3	3	10	7	9	9	1	16	1

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

****

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	1	1	0		0	0	2	1	0	
Volume Module:																								
Base Vol:	0	0	0				33	1	14				42	1992	1				0	1220	35			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.03	1.00				1.00	1.03	1.00			
Initial Bse:	0	0	0				33	1	14				42	2052	1				0	1257	35			
Added Vol:	0	0	0				0	0	0				0	81	0				0	144	0			
PasserByVol:	0	0	0				0	0	0				0	108	0				0	93	0			
Initial Fut:	0	0	0				33	1	14				42	2241	1				0	1494	35			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				33	1	14				42	2241	1				0	1494	35			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				33	1	14				42	2241	1				0	1494	35			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	0	0				33	1	14				42	2241	1				0	1494	35			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	1.00	1.00	1.00				0.87	0.87	0.87				0.95	0.95	0.95				1.00	0.91	0.91			
Lanes:	0.00	1.00	0.00				0.69	0.02	0.29				1.00	2.00	0.00				0.00	2.93	0.07			
Final Sat.:	0	1900	0				1138	34	483				1805	3608	2				0	5051	118			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.03	0.03	0.03				0.02	0.62	0.62				0.00	0.30	0.30			
Crit Moves:								****						****										
Green/Cycle:	0.00	0.00	0.00				0.03	0.03	0.03				0.60	0.89	0.89				0.00	0.29	0.29			
Volume/Cap:	0.00	0.00	0.00				1.03	1.03	1.03				0.04	0.70	0.70				0.00	1.03	1.03			
Delay/Veh:	0.0	0.0	0.0				176.4	176	176.4				6.0	1.8	1.8				0.0	57.4	57.4			
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:	0.0	0.0	0.0				176.4	176	176.4				6.0	1.8	1.8				0.0	57.4	57.4			
LOS by Move:	A		A		A		F		F		F		A		A		A		A		E		E	
HCM2kAvgQ:	0		0		0		4		4		4		0		9		9		0		21		21	

****

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

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Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.03	1.00
Initial Bse:	0	1	2	55	0	27	94	1417	20	0	2297	52
Added Vol:	0	0	0	0	0	0	0	162	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	27	94	1719	20	0	2568	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	94	1719	20	0	2568	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1719	20	0	2568	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	94	1719	20	0	2568	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.75	1.00	0.75	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	0.00	2.94	0.06
Final Sat.:	0	576	1153	958	0	470	1805	3562	41	0	5069	103
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.05	0.48	0.48	0.00	0.51	0.51
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.08	0.82	0.82	0.00	0.74	0.74
Volume/Cap:	0.00	0.02	0.02	0.68	0.00	0.68	0.68	0.59	0.59	0.00	0.68	0.68
Delay/Veh:	0.0	25.3	25.3	41.9	0.0	41.9	40.4	2.3	2.3	0.0	4.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	25.3	41.9	0.0	41.9	40.4	2.3	2.3	0.0	4.6	4.6
LOS by Move:	A	C	C	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	3	7	7	0	11	11

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	2 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	28	2938	20	152	2588	525	790	218	5	33	168	240
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	29	3056	21	158	2692	546	822	227	5	34	175	250
Added Vol:	0	283	0	0	172	20	210	11	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	3339	21	158	2864	566	1032	238	8	34	175	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	3339	21	158	2864	566	1032	238	8	34	175	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3339	21	158	2864	566	1032	238	8	34	175	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	3339	21	158	2864	566	1032	238	8	34	175	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.89	0.89	0.89	0.91	0.85	0.95	0.83	0.83
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1805	6867	43	1805	5059	1686	5048	1735	1615	1805	3153	3153
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.09	0.57	0.34	0.20	0.14	0.01	0.02	0.06	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.02	0.52	0.52	0.09	0.60	0.60	0.21	0.21	0.21	0.06	0.06	0.15
Volume/Cap:	0.95	0.94	0.94	0.94	0.95	0.56	0.95	0.64	0.02	0.33	0.95	0.52
Delay/Veh:	175.8	21.4	21.4	82.5	20.0	8.7	41.6	25.7	21.7	33.5	63.1	28.0
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:	175.8	21.4	21.4	82.5	20.0	8.7	41.6	25.7	21.7	33.5	63.1	28.0
LOS by Move:	F	C	C	F	B	A	D	C	C	C	E	C
HCM2kAvgQ:	2	24	24	7	28	9	13	6	0	1	5	3

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 1.032
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	1	0		1	0	2	1	1		2	1	1	0	1		1	0	2	1	1	
Volume Module:																								
Base Vol:	72	2436		29			189	2700		784			807	210		20			66	332		208		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	75	2533		30			197	2808		815			839	218		21			69	345		216		
Added Vol:	4	302		0			0	340		228			86	3		1			0	11		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	79	2835		30			197	3148		1043			925	221		22			69	356		216		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	2835		30			197	3148		1043			925	221		22			69	356		216		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	79	2835		30			197	3148		1043			925	221		22			69	356		216		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	79	2835		30			197	3148		1043			925	221		22			69	356		216		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.91		0.91			0.95	0.88		0.88			0.89	0.91		0.85			0.95	0.86		0.86		
Lanes:	1.00	3.96		0.04			1.00	3.00		1.00			3.00	1.00		1.00			1.00	2.49		1.51		
Final Sat.:	1805	6832		73			1805	4994		1665			5049	1735		1615			1805	4059		2465		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.42		0.42			0.11	0.63		0.63			0.18	0.13		0.01			0.04	0.09		0.09		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.04	0.52		0.52			0.14	0.61		0.61			0.18	0.18		0.18			0.09	0.09		0.22		
Volume/Cap:	1.03	0.80		0.80			0.80	1.03		1.03			1.03	0.72		0.08			0.45	1.03		0.40		
Delay/Veh:	157.5	20.3		20.3			56.9	41.8		39.8			74.6	38.4		32.7			43.4	90.2		31.8		
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:	157.5	20.3		20.3			56.9	41.8		39.8			74.6	38.4		32.7			43.4	90.2		31.8		
LOS by Move:	F		C		C		E		D		D		E		D		C		D		F		C	
HCM2kAvgQ:	5		21		21		8		45		44		16		8		1		2		9		4	

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1 0		1 0 3	0 1		0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	3	2765	35	65	2579	12	3	11	2	25	6	157
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	3	2876	36	68	2682	12	3	11	2	26	6	163
Added Vol:	0	283	0	0	175	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3159	36	68	2857	12	3	11	2	26	6	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	3159	36	68	2857	12	3	11	2	26	6	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3159	36	68	2857	12	3	11	2	26	6	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	3159	36	68	2857	12	3	11	2	26	6	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.93	0.93	0.85	0.76	0.86	0.86
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.21	0.79	1.00	1.00	0.04	0.96
Final Sat.:	1805	6826	79	1805	5187	1615	380	1393	1615	1437	60	1566
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.04	0.55	0.01	0.01	0.01	0.00	0.02	0.10	0.10
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.70	0.70	0.06	0.75	0.75	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.73	0.66	0.66	0.66	0.73	0.01	0.06	0.06	0.01	0.13	0.73	0.73
Delay/Veh:	259.2	5.4	5.4	42.6	4.7	1.8	22.3	22.3	22.1	22.7	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	259.2	5.4	5.4	42.6	4.7	1.8	22.3	22.3	22.1	22.7	35.8	35.8
LOS by Move:	F	A	A	D	A	A	C	C	C	C	D	D
HCM2kAvgQ:	1	10	10	3	12	0	0	0	0	1	5	5

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 3	0	1	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	27 2540	37		96 2689	59		14	20	12	40	25	100
Growth Adj:	1.04 1.04	1.04		1.04 1.04	1.04		1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28 2642	38		100 2797	61		15	21	12	42	26	104
Added Vol:	0 306	0		0 340	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	28 2948	38		100 3137	61		15	21	12	42	26	104
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28 2948	38		100 3137	61		15	21	12	42	26	104
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	28 2948	38		100 3137	61		15	21	12	42	26	104
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28 2948	38		100 3137	61		15	21	12	42	26	104
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.91	0.91		0.95 0.91	0.85		0.66	0.66	0.85	0.74	0.88	0.88
Lanes:	1.00 3.95	0.05		1.00 3.00	1.00		0.41	0.59	1.00	1.00	0.20	0.80
Final Sat.:	1805 6814	89		1805 5187	1615		518	739	1615	1405	334	1338
Capacity Analysis Module:												
Vol/Sat:	0.02 0.43	0.43		0.06 0.60	0.04		0.03	0.03	0.01	0.03	0.08	0.08
Crit Moves:	****			****							****	
Green/Cycle:	0.02 0.71	0.71		0.09 0.78	0.78		0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.78 0.61	0.61		0.61 0.78	0.05		0.28	0.28	0.08	0.30	0.78	0.78
Delay/Veh:	96.0 4.7	4.7		32.8 4.7	1.5		26.2	26.2	24.7	26.2	46.3	46.3
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.0 4.7	4.7		32.8 4.7	1.5		26.2	26.2	24.7	26.2	46.3	46.3
LOS by Move:	F	A	A	C	A	A	C	C	C	C	D	D
HCM2kAvgQ:	2	9	9	3	14	0	1	1	0	1	4	4

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	225	2795	0	0	2575	26	29	0	449	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	234	2907	0	0	2678	27	30	0	467	0	0	0
Added Vol:	3	283	0	0	175	0	0	0	28	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	3190	0	0	2853	27	30	0	495	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	3190	0	0	2853	27	30	0	495	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	3190	0	0	2853	27	30	0	495	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	3190	0	0	2853	27	30	0	495	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	0.91	0.84	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	6916	0	0	5131	49	1600	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.00	0.00	0.56	0.56	0.02	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.70	0.00	0.00	0.63	0.63	0.20	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.89	0.66	0.00	0.00	0.89	0.89	0.10	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	55.4	5.2	0.0	0.0	12.7	12.7	19.9	0.0	21.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	5.2	0.0	0.0	12.7	12.7	19.9	0.0	21.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	B	A	C	A	A	A
HCM2kAvgQ:	5	10	0	0	21	21	1	0	6	0	0	0

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	1.056
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.6
Optimal Cycle:	OPTIMIZED	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	466	2718	0	0	2758	45	50	0	562	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	485	2827	0	0	2868	47	52	0	584	0	0	0
Added Vol:	33	306	0	0	340	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	3133	0	0	3208	47	52	0	594	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	3133	0	0	3208	47	52	0	594	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	3133	0	0	3208	47	52	0	594	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	518	3133	0	0	3208	47	52	0	594	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	0.91	0.81	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	6916	0	0	5101	74	1547	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.45	0.00	0.00	0.63	0.63	0.03	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.74	0.00	0.00	0.60	0.60	0.20	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	1.06	0.62	0.00	0.00	1.06	1.06	0.17	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	95.1	6.0	0.0	0.0	51.8	51.8	30.2	0.0	26.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	6.0	0.0	0.0	51.8	51.8	30.2	0.0	26.2	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	D	C	A	C	A	A	A
HCM2kAvgQ:	13	12	0	0	47	47	1	0	9	0	0	0

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	44	2669	7	67	2612	186	196	101	58	9	92	36
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	2776	7	70	2716	193	204	105	60	9	96	37
Added Vol:	0	286	0	0	203	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	3062	7	70	2919	193	204	105	60	9	96	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:	46	3062	7	70	2919	193	204	105	60	9	96	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	3062	7	70	2919	193	204	105	60	9	96	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:	46	3062	7	70	2919	193	204	105	60	9	96	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.92	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1805	6897	16	1805	5187	1615	3502	1900	1615	1805	1308	512
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.04	0.56	0.12	0.06	0.06	0.04	0.01	0.07	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.03	0.65	0.65	0.06	0.68	0.68	0.07	0.14	0.14	0.01	0.09	0.09
Volume/Cap:	0.83	0.68	0.68	0.68	0.83	0.18	0.83	0.38	0.26	0.38	0.83	0.83
Delay/Veh:	92.5	7.0	7.0	44.9	8.9	3.6	48.1	24.1	23.4	39.0	55.9	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.5	7.0	7.0	44.9	8.9	3.6	48.1	24.1	23.4	39.0	55.9	55.9
LOS by Move:	F	A	A	D	A	A	D	C	C	D	E	E
HCM2kAvgQ:	3	11	11	3	17	1	4	2	1	1	5	5

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	85	2704	19	114	2959	145	269	87	62	22	119	44
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	88	2812	20	119	3077	151	280	90	64	23	124	46
Added Vol:	0	339	0	0	351	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	3151	20	119	3428	151	280	90	64	23	124	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:	88	3151	20	119	3428	151	280	90	64	23	124	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	3151	20	119	3428	151	280	90	64	23	124	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:	88	3151	20	119	3428	151	280	90	64	23	124	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.92	1.00	0.85	0.95	0.96	0.96
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	6867	43	1805	5187	1615	3502	1900	1615	1805	1331	492
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.46	0.07	0.66	0.09	0.08	0.05	0.04	0.01	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.64	0.64	0.09	0.68	0.68	0.08	0.14	0.14	0.04	0.10	0.10
Volume/Cap:	0.97	0.72	0.72	0.72	0.97	0.14	0.97	0.34	0.28	0.34	0.97	0.97
Delay/Veh:	126.1	10.9	10.9	51.9	23.0	4.9	84.9	33.8	33.4	42.9	98.8	98.8
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:	126.1	10.9	10.9	51.9	23.0	4.9	84.9	33.8	33.4	42.9	98.8	98.8
LOS by Move:	F	B	B	D	C	A	F	C	C	D	F	F
HCM2kAvgQ:	5	16	16	5	39	1	7	2	2	1	8	8

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	1	0	2	0	3	0	1	3	0	1	1	0	2	0	3	0	1
Volume Module:																				
Base Vol:	38	1742		197		603	1544		309		730	381		32		159	340		174	
Growth Adj:	1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04	
Initial Bse:	40	1812		205		627	1606		321		759	396		33		165	354		181	
Added Vol:	0	163		0		78	88		37		123	17		0		1	-3		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	40	1975		205		705	1694		358		882	413		33		166	351		181	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	40	1975		205		705	1694		358		882	413		33		166	351		181	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	40	1975		205		705	1694		358		882	413		33		166	351		181	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	40	1975		205		705	1694		358		882	413		33		166	351		181	
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	0.91		0.85		0.92	0.94		0.94		0.92	0.91		0.85	
Lanes:	1.00	3.62		0.38		2.00	3.00		1.00		3.00	1.85		0.15		2.00	3.00		1.00	
Final Sat.:	1805	6178		641		3502	5187		1615		5253	3304		266		3502	5187		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.32		0.32		0.20	0.33		0.22		0.17	0.13		0.13		0.05	0.07		0.11	
Crit Moves:		****				****					****								****	
Green/Cycle:	0.04	0.35		0.35		0.22	0.53		0.53		0.18	0.22		0.22		0.08	0.12		0.12	
Volume/Cap:	0.62	0.92		0.92		0.92	0.62		0.42		0.92	0.57		0.57		0.57	0.56		0.92	
Delay/Veh:	45.5	25.7		25.7		39.9	10.3		8.9		38.4	21.9		21.9		29.1	26.0		69.5	
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:	45.5	25.7		25.7		39.9	10.3		8.9		38.4	21.9		21.9		29.1	26.0		69.5	
LOS by Move:	D	C		C		D	B		A		D	C		C		C	C		E	
HCM2kAvgQ:	2	16		16		11	9		4		10	5		5		3	3		7	

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	3 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	57	1583	197	655	1818	299	633	425	64	291	532	185
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	1646	205	681	1891	311	658	442	67	303	553	192
Added Vol:	0	154	2	20	191	140	84	1	0	1	21	101
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1800	207	701	2082	451	742	443	67	304	574	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1800	207	701	2082	451	742	443	67	304	574	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1800	207	701	2082	451	742	443	67	304	574	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1800	207	701	2082	451	742	443	67	304	574	293
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	0.91	0.85	0.92	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.74	0.26	2.00	3.00	1.00
Final Sat.:	1805	6107	702	3502	5187	1615	5253	3077	462	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.20	0.40	0.28	0.14	0.14	0.14	0.09	0.11	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.31	0.31	0.21	0.48	0.48	0.15	0.21	0.21	0.13	0.19	0.19
Volume/Cap:	0.83	0.94	0.94	0.94	0.83	0.58	0.94	0.67	0.67	0.67	0.58	0.94
Delay/Veh:	80.9	29.6	29.6	43.8	15.7	12.1	44.9	24.1	24.1	29.0	22.8	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	29.6	29.6	43.8	15.7	12.1	44.9	24.1	24.1	29.0	22.8	60.3
LOS by Move:	F	C	C	D	B	B	D	C	C	C	C	E
HCM2kAvgQ:	3	15	15	11	15	7	9	6	6	4	4	10

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	0 1	0	1	0 1	0	0 1
Volume Module:												
Base Vol:	14 1827	50		72 1423	23		21	21	13	37	34	39
Growth Adj:	1.05 1.05	1.05		1.05 1.05	1.05		1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15 1918	53		76 1494	24		22	22	14	39	36	41
Added Vol:	0 37	14		0 51	38		127	3	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	15 1955	67		76 1545	62		149	25	14	39	36	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:	15 1955	67		76 1545	62		149	25	14	39	36	41
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	15 1955	67		76 1545	62		149	25	14	39	36	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:	15 1955	67		76 1545	62		149	25	14	39	36	41
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.91	0.85		0.95 0.91	0.85		0.69	0.69	0.85	0.82	0.82	0.85
Lanes:	1.00 3.00	1.00		1.00 3.00	1.00		0.86	0.14	1.00	0.52	0.48	1.00
Final Sat.:	1805 5187	1615		1805 5187	1615		1128	190	1615	810	744	1615
Capacity Analysis Module:												
Vol/Sat:	0.01 0.38	0.04		0.04 0.30	0.04		0.13	0.13	0.01	0.05	0.05	0.03
Crit Moves:	****			****				****				
Green/Cycle:	0.02 0.62	0.62		0.07 0.67	0.67		0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.45 0.61	0.07		0.61 0.45	0.06		0.61	0.61	0.04	0.22	0.22	0.12
Delay/Veh:	38.6 7.5	4.6		35.9 4.9	3.5		25.2	25.2	18.7	19.7	19.7	19.1
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:	38.6 7.5	4.6		35.9 4.9	3.5		25.2	25.2	18.7	19.7	19.7	19.1
LOS by Move:	D A	A		D A	A		C	C	B	B	B	B
HCM2kAvgQ:	1 9	1		3 5	0		4	4	0	1	1	1

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	13	1700	44	80	1907	26	20	41	11	51	75	34
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	1785	46	84	2002	27	21	43	12	54	79	36
Added Vol:	0	69	3	0	48	144	87	1	0	18	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1854	49	84	2050	171	108	44	12	72	83	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:	14	1854	49	84	2050	171	108	44	12	72	83	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1854	49	84	2050	171	108	44	12	72	83	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:	14	1854	49	84	2050	171	108	44	12	72	83	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.63	0.63	0.85	0.79	0.79	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.71	0.29	1.00	0.46	0.54	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	848	346	1615	697	806	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.03	0.05	0.40	0.11	0.13	0.13	0.01	0.10	0.10	0.02
Crit Moves:		****		****				****				
Green/Cycle:	0.01	0.61	0.61	0.08	0.67	0.67	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.59	0.59	0.05	0.59	0.59	0.16	0.59	0.59	0.03	0.48	0.48	0.10
Delay/Veh:	63.4	7.6	4.8	33.1	5.6	3.7	24.7	24.7	18.6	21.7	21.7	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	7.6	4.8	33.1	5.6	3.7	24.7	24.7	18.6	21.7	21.7	19.0
LOS by Move:	E	A	A	C	A	A	C	C	B	C	C	B
HCM2kAvgQ:	1	8	0	3	8	1	4	4	0	3	3	1

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

Old Newport Boulevard Sub-Area Project
Existing+Growth(Year 2012)+Approved Projects+Cumulative Projects+Project
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED 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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	76	1804	19	114	1311	64	90	95	100	3	70	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1894	20	120	1377	67	95	100	105	3	74	54
Added Vol:	0	50	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1944	20	120	1428	67	95	100	105	3	74	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1944	20	120	1428	67	95	100	105	3	74	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1944	20	120	1428	67	95	100	105	3	74	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1944	20	120	1428	67	95	100	105	3	74	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.82	0.82	0.85	0.43	1.00	0.85
Lanes:	1.00	2.97	0.03	1.00	2.87	0.13	0.49	0.51	1.00	1.00	1.00	1.00
Final Sat.:	1805	5127	53	1805	4921	232	754	796	1615	810	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.07	0.29	0.29	0.13	0.13	0.07	0.00	0.04	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.09	0.60	0.60	0.10	0.61	0.61	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.48	0.63	0.63	0.63	0.48	0.48	0.63	0.63	0.33	0.02	0.20	0.17
Delay/Veh:	28.0	8.2	8.2	32.7	6.6	6.6	26.4	26.4	21.3	19.4	20.4	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	8.2	8.2	32.7	6.6	6.6	26.4	26.4	21.3	19.4	20.4	20.2
LOS by Move:	C	A	A	C	A	A	C	C	C	B	C	C
HCM2kAvgQ:	2	9	9	3	6	6	5	5	2	0	1	1

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

Old Newport Boulevard Sub-Area Project
Existing (Year 2012) + Approved Projects + Cumulative Projects + Project
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle: OPTIMIZED		Level Of Service:	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 1	0	1 0	2 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	67	1551	17	71	1850	54	80	65	105	31	42	90
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	70	1629	18	75	1943	57	84	68	110	33	44	95
Added Vol:	0	72	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1701	18	75	2009	57	84	68	110	33	44	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1701	18	75	2009	57	84	68	110	33	44	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1701	18	75	2009	57	84	68	110	33	44	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1701	18	75	2009	57	84	68	110	33	44	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.81	0.81	0.85	0.48	1.00	0.85
Lanes:	1.00	2.97	0.03	1.00	2.92	0.08	0.55	0.45	1.00	1.00	1.00	1.00
Final Sat.:	1805	5125	54	1805	5024	142	847	688	1615	917	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.04	0.40	0.40	0.10	0.10	0.07	0.04	0.02	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.65	0.65	0.08	0.67	0.67	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.60	0.51	0.51	0.51	0.60	0.60	0.60	0.60	0.41	0.21	0.14	0.35
Delay/Veh:	35.5	5.5	5.5	29.3	5.8	5.8	27.0	27.0	23.4	22.3	21.6	23.0
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:	35.5	5.5	5.5	29.3	5.8	5.8	27.0	27.0	23.4	22.3	21.6	23.0
LOS by Move:	D	A	A	C	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	6	6	2	8	8	4	4	2	1	1	2

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

General Plan Buildout Without Project

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	1	0	1	0		1	1	1	0	2		2	0	3	0	1		1	0	3	1	0	
Volume Module:																								
Base Vol:	180	510		150			120	130		10			500	2660		210			120	560		240		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	180	510		150			120	130		10			500	2660		210			120	560		240		
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	510		150			120	130		10			500	2660		210			120	560		240		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	180	510		150			120	130		10			500	2660		210			120	560		240		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	180	510		150			120	130		10			500	2660		210			120	560		240		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	180	510		150			120	130		10			500	2660		210			120	560		240		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.91	0.91		0.91			0.93	0.93		0.75			0.92	0.91		0.85			0.95	0.87		0.87		
Lanes:	1.00	1.55		0.45			1.44	1.56		2.00			2.00	3.00		1.00			1.00	3.00		1.00		
Final Sat.:	1738	2686		790			2538	2750		2842			3502	5187		1615			1805	4954		1651		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.19		0.19			0.05	0.05		0.00			0.14	0.51		0.13			0.07	0.11		0.15		
Crit Moves:				****				****						****					****					
Green/Cycle:	0.20	0.20		0.20			0.05	0.05		0.35			0.30	0.54		0.54			0.07	0.31		0.31		
Volume/Cap:	0.51	0.94		0.94			0.94	0.94		0.01			0.47	0.94		0.24			0.94	0.36		0.47		
Delay/Veh:	21.6	41.3		41.3			68.1	68.1		12.5			17.2	20.1		7.3			89.6	16.2		16.9		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	21.6	41.3		41.3			68.1	68.1		12.5			17.2	20.1		7.3			89.6	16.2		16.9		
LOS by Move:	C	D		D			E	E		B			B	C		A			F	B		B		
HCM2kAvgQ:	4	11		11			4	4		0			4	23		2			5	3		4		

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	1	0	1	0		1	1	1	0	2		2	0	3	0	1		1	0	3	1	0	
Volume Module:																								
Base Vol:	350	190		150			250	400		390			50	1440		290			270	2710		200		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	350	190		150			250	400		390			50	1440		290			270	2710		200		
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:	350	190		150			250	400		390			50	1440		290			270	2710		200		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	350	190		150			250	400		390			50	1440		290			270	2710		200		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	350	190		150			250	400		390			50	1440		290			270	2710		200		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	350	190		150			250	400		390			50	1440		290			270	2710		200		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.90	0.90		0.90			0.93	0.93		0.75			0.92	0.91		0.85			0.95	0.90		0.90		
Lanes:	1.52	0.83		0.65			1.15	1.85		2.00			2.00	3.00		1.00			1.00	3.73		0.27		
Final Sat.:	2592	1407		1111			2043	3269		2842			3502	5187		1615			1805	6374		470		
Capacity Analysis Module:																								
Vol/Sat:	0.14	0.14		0.14			0.12	0.12		0.14			0.01	0.28		0.18			0.15	0.43		0.43		
Crit Moves:				****						****			****							****				
Green/Cycle:	0.17	0.17		0.17			0.15	0.15		0.17			0.02	0.35		0.35			0.19	0.53		0.53		
Volume/Cap:	0.80	0.80		0.80			0.80	0.80		0.80			0.80	0.78		0.51			0.78	0.80		0.80		
Delay/Veh:	29.6	29.6		29.6			30.3	30.3		33.4			81.0	19.5		16.0			34.1	13.0		13.0		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	29.6	29.6		29.6			30.3	30.3		33.4			81.0	19.5		16.0			34.1	13.0		13.0		
LOS by Move:	C	C		C			C	C		C			F	B		B			C	B		B		
HCM2kAvgQ:	7	7		7			7	7		6			2	11		5			7	15		15		

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	150	2300			10		50	1310			230		140		350		80		50		250			20
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00			1.00
Initial Bse:	150	2300			10		50	1310			230		140		350		80		50		250			20
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:	150	2300			10		50	1310			230		140		350		80		50		250			20
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00			1.00
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00			1.00
PHF Volume:	150	2300			10		50	1310			230		140		350		80		50		250			20
Reduct Vol:	0	0			0		0	0			0		0		0		0		0		0			0
Reduced Vol:	150	2300			10		50	1310			230		140		350		80		50		250			20
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00			1.00
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00			1.00
FinalVolume:	150	2300			10		50	1310			230		140		350		80		50		250			20
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900		1900		1900		1900		1900			1900
Adjustment:	0.95	0.91			0.85		0.95	0.91			0.85		0.92		1.00		0.85		0.95		0.94			0.94
Lanes:	1.00	3.00			1.00		1.00	3.00			1.00		2.00		1.00		1.00		1.00		1.85			0.15
Final Sat.:	1805	5187			1615		1805	5187			1615		3502		1900		1615		1805		3305			264
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.44			0.01		0.03	0.25			0.14		0.04		0.18		0.05		0.03		0.08			0.08
Crit Moves:		****					****								****				****					
Green/Cycle:	0.15	0.56			0.56		0.04	0.45			0.45		0.09		0.23		0.23		0.04		0.18			0.18
Volume/Cap:	0.56	0.79			0.01		0.79	0.56			0.32		0.43		0.79		0.21		0.79		0.43			0.43
Delay/Veh:	26.5	11.8			5.8		75.6	12.5			10.8		26.6		30.7		18.8		75.6		22.5			22.5
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:	26.5	11.8			5.8		75.6	12.5			10.8		26.6		30.7		18.8		75.6		22.5			22.5
LOS by Move:	C	B			A		E	B			B		C		C		B		E		C			C
HCM2kAvgQ:	4	14			0		3	7			3		2		8		1		3		3			3

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	190	1170			130		10	2130			200		140		250		10		210		250		110	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	190	1170			130		10	2130			200		140		250		10		210		250		110	
Added Vol:	0	0			0		0	0			0		0		0		0		0		0		0	
PasserByVol:	0	0			0		0	0			0		0		0		0		0		0		0	
Initial Fut:	190	1170			130		10	2130			200		140		250		10		210		250		110	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	190	1170			130		10	2130			200		140		250		10		210		250		110	
Reduct Vol:	0	0			0		0	0			0		0		0		0		0		0		0	
Reduced Vol:	190	1170			130		10	2130			200		140		250		10		210		250		110	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	190	1170			130		10	2130			200		140		250		10		210		250		110	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91			0.85		0.95	0.91			0.85		0.92		1.00		0.85		0.95		0.91		0.91	
Lanes:	1.00	3.00			1.00		1.00	3.00			1.00		2.00		1.00		1.00		1.00		1.39		0.61	
Final Sat.:	1805	5187			1615		1805	5187			1615		3502		1900		1615		1805		2392		1053	
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.23			0.08		0.01	0.41			0.12		0.04		0.13		0.01		0.12		0.10		0.10	
Crit Moves:	****							****							****				****					
Green/Cycle:	0.12	0.57			0.57		0.01	0.47			0.47		0.08		0.15		0.15		0.13		0.20		0.20	
Volume/Cap:	0.88	0.39			0.14		0.39	0.88			0.27		0.51		0.88		0.04		0.88		0.51		0.51	
Delay/Veh:	57.6	7.2			6.1		39.2	18.7			10.0		28.2		50.8		21.9		54.9		21.9		21.9	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	57.6	7.2			6.1		39.2	18.7			10.0		28.2		50.8		21.9		54.9		21.9		21.9	
LOS by Move:	E	A			A		D	B			A		C		D		C		D		C		C	
HCM2kAvgQ:	7	5			1		1	17			2		2		8		0		7		4		4	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: OPTIMIZED 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			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	610	0	200	0	2090	150	0	930	890
Growth Adj:	1.00	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	610	0	200	0	2090	150	0	930	890
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	610	0	200	0	2090	150	0	930	890
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	610	0	200	0	2090	0	0	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	200	0	2090	0	0	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	610	0	200	0	2090	0	0	930	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	0.61	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	2309	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.12	0.00	0.58	0.00	0.00	0.18	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.64	0.00	0.00	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.90	0.00	0.42	0.00	0.90	0.00	0.00	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	35.9	0.0	17.8	0.0	14.7	0.0	0.0	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.9	0.0	17.8	0.0	14.7	0.0	0.0	4.8	0.0
LOS by Move:	A	A	A	D	A	B	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	10	0	3	0	22	0	0	3	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED 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			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	770	0	410	0	1310	180	0	2300	1350
Growth Adj:	1.00	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	770	0	410	0	1310	180	0	2300	1350
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	770	0	410	0	1310	180	0	2300	1350
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	770	0	410	0	1310	0	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	410	0	1310	0	0	2300	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	770	0	410	0	1310	0	0	2300	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	0.60	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	2279	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.25	0.00	0.36	0.00	0.00	0.44	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.00	0.53	0.00	0.00	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.63	0.00	0.69	0.00	0.00	0.84	0.00
Delay/Veh:	0.0	0.0	0.0	22.9	0.0	16.3	0.0	11.5	0.0	0.0	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.9	0.0	16.3	0.0	11.5	0.0	0.0	14.3	0.0
LOS by Move:	A	A	A	C	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	10	0	7	0	11	0	0	16	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED 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:	1 0 0	0 0		0 1	0 0	1	1 0	1 1	0	1	0 3	0 1
Volume Module:												
Base Vol:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	0.78	0.78	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	1.00	0.00	0.00	0.90	0.10	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	1654	0	0	1333	148	1615	1805	3594	13	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.07	0.07	0.23	0.12	0.75	0.75	0.01	0.32	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.11	0.00	0.00	0.11	0.11	0.33	0.22	0.79	0.79	0.01	0.58	0.58
Volume/Cap:	0.05	0.00	0.00	0.60	0.60	0.69	0.56	0.95	0.95	0.95	0.56	0.04
Delay/Veh:	25.8	0.0	0.0	33.1	33.1	22.8	24.5	13.4	13.4	277.5	8.8	6.0
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:	25.8	0.0	0.0	33.1	33.1	22.8	24.5	13.4	13.4	277.5	8.8	6.0
LOS by Move:	C	A	A	C	C	C	C	B	B	F	A	A
HCM2kAvgQ:	0	0	0	3	3	8	5	30	30	1	8	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED 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:	20		10		10		110		10		400		340		2220		10		10		2920		50	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	20		10		10		110		10		400		340		2220		10		10		2920		50	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	20		10		10		110		10		400		340		2220		10		10		2920		50	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	20		10		10		110		10		400		340		2220		10		10		2920		50	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	20		10		10		110		10		400		340		2220		10		10		2920		50	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	20		10		10		110		10		400		340		2220		10		10		2920		50	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.55		0.55		0.55		0.78		0.78		0.85		0.95		0.95		0.95		0.95		0.91		0.85	
Lanes:	0.50		0.25		0.25		0.92		0.08		1.00		1.00		1.99		0.01		1.00		3.00		1.00	
Final Sat.:	522		261		261		1352		123		1615		1805		3591		16		1805		5187		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.04		0.04		0.08		0.08		0.25		0.19		0.62		0.62		0.01		0.56		0.03	
Crit Moves:									****				****								****			
Green/Cycle:	0.09		0.09		0.09		0.09		0.09		0.29		0.20		0.80		0.80		0.01		0.61		0.61	
Volume/Cap:	0.44		0.44		0.44		0.93		0.93		0.85		0.93		0.77		0.77		0.77		0.93		0.05	
Delay/Veh:	29.2		29.2		29.2		83.6		83.6		33.7		52.2		4.3		4.3		159.4		15.9		4.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	29.2		29.2		29.2		83.6		83.6		33.7		52.2		4.3		4.3		159.4		15.9		4.8	
LOS by Move:	C		C		C		F		F		C		D		A		A		F		B		A	
HCM2kAvgQ:	1		1		1		5		5		10		11		13		13		1		23		0	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 54.4
Optimal Cycle: OPTIMIZED 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.79	1.00	0.79	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	1.99	0.01	0.00	2.93	0.07
Final Sat.:	0	0	1644	642	0	855	1805	3594	14	0	5049	120
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.05	0.06	0.74	0.74	0.00	0.33	0.33
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.04	0.04	0.00	0.04	0.62	0.90	0.90	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.16	1.19	0.00	1.19	0.10	0.82	0.82	0.00	1.19	1.19
Delay/Veh:	0.0	0.0	45.2	224.5	0.0	224.5	7.4	3.7	3.7	0.0	129	128.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	45.2	224.5	0.0	224.5	7.4	3.7	3.7	0.0	129	128.6
LOS by Move:	A	A	D	F	A	F	A	A	A	A	F	F
HCM2kAvgQ:	0	0	0	6	0	6	1	19	19	0	34	34

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

****

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 1			0 0 1! 0 0			1 0 1 1 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	50	0	60	160	2070	10	0	2860	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	50	0	60	160	2070	10	0	2860	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	50	0	60	160	2070	10	0	2860	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	50	0	60	160	2070	10	0	2860	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.78	1.00	0.78	0.95	0.95	0.95	1.00	0.90	0.90
Lanes:	0.00	0.00	1.00	0.45	0.00	0.55	1.00	1.99	0.01	0.00	2.89	0.11
Final Sat.:	0	0	1644	677	0	812	1805	3590	17	0	4967	191
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.07	0.00	0.07	0.09	0.58	0.58	0.00	0.58	0.58
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.09	0.09	0.00	0.09	0.11	0.81	0.81	0.00	0.70	0.70
Volume/Cap:	0.00	0.00	0.07	0.82	0.00	0.82	0.82	0.71	0.71	0.00	0.82	0.82
Delay/Veh:	0.0	0.0	25.2	58.3	0.0	58.3	49.4	3.4	3.4	0.0	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	25.2	58.3	0.0	58.3	49.4	3.4	3.4	0.0	7.9	7.9
LOS by Move:	A	A	C	E	A	E	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	5	11	11	0	17	17

****

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

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Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	1	0		1	0	2	1	1		2	1	1	0	1		1	0	2	1	1	
Volume Module:																								
Base Vol:	41		3692		10		20		2734		404		774		187		70		20		251		110	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	41		3692		10		20		2734		404		774		187		70		20		251		110	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	41		3692		10		20		2734		404		774		187		70		20		251		110	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		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		3692		10		20		2734		404		774		187		70		20		251		110	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	41		3692		10		20		2734		404		774		187		70		20		251		110	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	41		3692		10		20		2734		404		774		187		70		20		251		110	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.91		0.91		0.95		0.89		0.89		0.89		0.91		0.85		0.95		0.87		0.87	
Lanes:	1.00		3.99		0.01		1.00		3.00		1.00		3.00		1.00		1.00		1.00		2.78		1.22	
Final Sat.:	1805		6895		19		1805		5087		1696		5049		1735		1615		1805		4589		2011	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.54		0.54		0.01		0.54		0.24		0.15		0.11		0.04		0.01		0.05		0.05	
Crit Moves:	****								****				****								****			
Green/Cycle:	0.03		0.62		0.62		0.01		0.61		0.61		0.17		0.17		0.17		0.06		0.06		0.07	
Volume/Cap:	0.89		0.86		0.86		0.86		0.89		0.39		0.89		0.62		0.25		0.18		0.89		0.73	
Delay/Veh:	119.1		11.4		11.4		156.2		13.1		6.1		33.2		23.8		21.9		27.5		48.1		32.8	
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:	119.1		11.4		11.4		156.2		13.1		6.1		33.2		23.8		21.9		27.5		48.1		32.8	
LOS by Move:	F		B		B		F		B		A		C		C		C		C		D		C	
HCM2kAvgQ:	3		19		19		2		20		4		9		5		1		1		4		4	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 2	1	1	2 1 1	0	1	1 0 2	1	1
Volume Module:												
Base Vol:	174 2961		100	70 3400		547	807	384	160	60	277	50
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174 2961		100	70 3400		547	807	384	160	60	277	50
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:	174 2961		100	70 3400		547	807	384	160	60	277	50
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174 2961		100	70 3400		547	807	384	160	60	277	50
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	174 2961		100	70 3400		547	807	384	160	60	277	50
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174 2961		100	70 3400		547	807	384	160	60	277	50
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.91		0.91	0.95 0.89		0.89	0.89	0.92	0.85	0.95	0.89	0.89
Lanes:	1.00 3.87		0.13	1.00 3.00		1.00	2.74	1.26	1.00	1.00	3.00	1.00
Final Sat.:	1805 6657		225	1805 5079		1693	4635	2205	1615	1805	5068	1689
Capacity Analysis Module:												
Vol/Sat:	0.10 0.44		0.44	0.04 0.67		0.32	0.17	0.17	0.10	0.03	0.05	0.03
Crit Moves:	****			****			****				****	
Green/Cycle:	0.09 0.65		0.65	0.06 0.62		0.62	0.16	0.16	0.16	0.05	0.05	0.11
Volume/Cap:	1.08 0.68		0.68	0.68 1.08		0.52	1.08	1.08	0.61	0.65	1.08	0.27
Delay/Veh:	140.5 11.7		11.7	65.4 60.2		11.2	94.2	94.2	45.2	64.7	123	43.2
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.5 11.7		11.7	65.4 60.2		11.2	94.2	94.2	45.2	64.7	123	43.2
LOS by Move:	F	B	B	E	E	B	F	F	D	E	F	D
HCM2kAvgQ:	11	17	17	4	56	11	17	17	6	3	7	2

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	0	1		0	1	0	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	10	3583	30				50	2684	20				20	10	10				50	10	240			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	10	3583	30				50	2684	20				20	10	10				50	10	240			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	10	3583	30				50	2684	20				20	10	10				50	10	240			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	10	3583	30				50	2684	20				20	10	10				50	10	240			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	10	3583	30				50	2684	20				20	10	10				50	10	240			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	10	3583	30				50	2684	20				20	10	10				50	10	240			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.91				0.95	0.91	0.85				0.72	0.72	0.85				0.74	0.86	0.86			
Lanes:	1.00	3.97	0.03				1.00	3.00	1.00				0.67	0.33	1.00				1.00	0.04	0.96			
Final Sat.:	1805	6850	57				1805	5187	1615				910	455	1615				1413	65	1561			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.52	0.52				0.03	0.52	0.01				0.02	0.02	0.01				0.04	0.15	0.15			
Crit Moves:		****						****												****				
Green/Cycle:	0.01	0.67	0.67				0.04	0.70	0.70				0.20	0.20	0.20				0.20	0.20	0.20			
Volume/Cap:	0.74	0.78	0.78				0.78	0.74	0.02				0.11	0.11	0.03				0.18	0.78	0.78			
Delay/Veh:	145.8	7.8	7.8				74.2	6.6	2.8				20.0	20.0	19.5				20.4	34.8	34.8			
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:	145.8	7.8	7.8				74.2	6.6	2.8				20.0	20.0	19.5				20.4	34.8	34.8			
LOS by Move:	F	A	A				E	A	A				B	B	B				C	C	C			
HCM2kAvgQ:	1	15	15				3	13	0				1	1	0				1	7	7			

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle: OPTIMIZED		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	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	40	3095	60	120	3360	110	20	30	30	50	30	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3095	60	120	3360	110	20	30	30	50	30	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	3095	60	120	3360	110	20	30	30	50	30	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3095	60	120	3360	110	20	30	30	50	30	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3095	60	120	3360	110	20	30	30	50	30	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3095	60	120	3360	110	20	30	30	50	30	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.62	0.62	0.85	0.73	0.87	0.87
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.15	0.85
Final Sat.:	1805	6765	131	1805	5187	1615	473	709	1615	1382	249	1409
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.65	0.07	0.04	0.04	0.02	0.04	0.12	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.03	0.67	0.67	0.10	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.88	0.69	0.69	0.69	0.88	0.09	0.31	0.31	0.14	0.26	0.88	0.88
Delay/Veh:	117.3	6.6	6.6	37.1	8.5	2.3	24.4	24.4	23.0	23.9	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.3	6.6	6.6	37.1	8.5	2.3	24.4	24.4	23.0	23.9	55.2	55.2
LOS by Move:	F	A	A	D	A	A	C	C	C	C	E	E
HCM2kAvgQ:	3	11	11	4	21	1	1	1	1	1	7	7

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0 0		0 0 2	1 0		1 0 0	0 2		0 0 0	0 0	
Volume Module:												
Base Vol:	591	3443	0	0	2744	40	40	0	658	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:	591	3443	0	0	2744	40	40	0	658	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:	591	3443	0	0	2744	40	40	0	658	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	591	3443	0	0	2744	40	40	0	658	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	3443	0	0	2744	40	40	0	658	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	591	3443	0	0	2744	40	40	0	658	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	0.91	0.84	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	6916	0	0	5101	74	1589	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.50	0.00	0.00	0.54	0.54	0.03	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.17	0.69	0.00	0.00	0.53	0.53	0.23	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	1.02	0.72	0.00	0.00	1.02	1.02	0.11	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	73.8	7.6	0.0	0.0	40.1	40.1	23.1	0.0	18.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	7.6	0.0	0.0	40.1	40.1	23.1	0.0	18.8	0.0	0.0	0.0
LOS by Move:	E	A	A	A	D	D	C	A	B	A	A	A
HCM2kAvgQ:	13	14	0	0	34	34	1	0	8	0	0	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 1.329
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 101.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	919	3035	0	0	3330	100	50	0	928	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:	919	3035	0	0	3330	100	50	0	928	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:	919	3035	0	0	3330	100	50	0	928	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	919	3035	0	0	3330	100	50	0	928	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	919	3035	0	0	3330	100	50	0	928	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	919	3035	0	0	3330	100	50	0	928	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	0.91	0.82	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.91	0.09	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	6916	0	0	5014	151	1555	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.44	0.00	0.00	0.66	0.66	0.03	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.20	0.70	0.00	0.00	0.50	0.50	0.25	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	1.33	0.63	0.00	0.00	1.33	1.33	0.13	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	200.0	8.8	0.0	0.0	177	177.2	31.0	0.0	26.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	200.0	8.8	0.0	0.0	177	177.2	31.0	0.0	26.5	0.0	0.0	0.0
LOS by Move:	F	A	A	A	F	F	C	A	C	A	A	A
HCM2kAvgQ:	32	15	0	0	79	79	1	0	15	0	0	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	1 0 3	0	1	2 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	60 3854		20	130 3202		120	200	70	50	20	50	60
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60 3854		20	130 3202		120	200	70	50	20	50	60
Added Vol:	0 0		0	0 0		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	60 3854		20	130 3202		120	200	70	50	20	50	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:	60 3854		20	130 3202		120	200	70	50	20	50	60
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	60 3854		20	130 3202		120	200	70	50	20	50	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:	60 3854		20	130 3202		120	200	70	50	20	50	60
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.91		0.91	0.95 0.91		0.85	0.92	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00 3.98		0.02	1.00 3.00		1.00	2.00	1.00	1.00	1.00	0.45	0.55
Final Sat.:	1805 6875		36	1805 5187		1615	3502	1900	1615	1805	793	952
Capacity Analysis Module:												
Vol/Sat:	0.03 0.56		0.56	0.07 0.62		0.07	0.06	0.04	0.03	0.01	0.06	0.06
Crit Moves:	****			****			****				****	
Green/Cycle:	0.04 0.66		0.66	0.08 0.70		0.70	0.06	0.11	0.11	0.03	0.07	0.07
Volume/Cap:	0.88 0.85		0.85	0.85 0.88		0.11	0.88	0.35	0.29	0.35	0.88	0.88
Delay/Veh:	99.5 10.5		10.5	64.2 10.3		3.2	60.0	28.1	27.8	34.5	75.6	75.6
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:	99.5 10.5		10.5	64.2 10.3		3.2	60.0	28.1	27.8	34.5	75.6	75.6
LOS by Move:	F	B	B	E	B	A	E	C	C	C	E	E
HCM2kAvgQ:	3	20	20	5	22	1	5	2	1	1	5	5

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 125 Critical Vol./Cap.(X): 1.101
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	0	1		2	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	70	3694	20				80	4048	170				250	140	70				20	150	100			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	70	3694	20				80	4048	170				250	140	70				20	150	100			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	70	3694	20				80	4048	170				250	140	70				20	150	100			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	70	3694	20				80	4048	170				250	140	70				20	150	100			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	70	3694	20				80	4048	170				250	140	70				20	150	100			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	70	3694	20				80	4048	170				250	140	70				20	150	100			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.91				0.95	0.91	0.85				0.92	1.00	0.85				0.95	0.94	0.94			
Lanes:	1.00	3.98	0.02				1.00	3.00	1.00				2.00	1.00	1.00				1.00	0.60	0.40			
Final Sat.:	1805	6873	37				1805	5187	1615				3502	1900	1615				1805	1072	714			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.54	0.54				0.04	0.78	0.11				0.07	0.07	0.04				0.01	0.14	0.14			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.04	0.69	0.69				0.06	0.71	0.71				0.06	0.17	0.17				0.03	0.13	0.13			
Volume/Cap:	1.10	0.78	0.78				0.78	1.10	0.15				1.10	0.44	0.26				0.44	1.10	1.10			
Delay/Veh:	203.6	14.1	14.1				89.5	68.5	6.0				147.8	47.8	45.9				66.8	144	144.0			
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:	203.6	14.1	14.1				89.5	68.5	6.0				147.8	47.8	45.9				66.8	144	144.0			
LOS by Move:	F	B	B				F	E	A				F	D	D				E	F	F			
HCM2kAvgQ:	6	27	27				5	76	2				9	5	2				1	16	16			

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		2	0	3	0	1		3	0	1	1	0		2	0	3	0	1	
Volume Module:																								
Base Vol:	14	2019	400				663	2249	300				810	241	16				343	287	395			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	14	2019	400				663	2249	300				810	241	16				343	287	395			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	14	2019	400				663	2249	300				810	241	16				343	287	395			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	14	2019	400				663	2249	300				810	241	16				343	287	395			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	14	2019	400				663	2249	300				810	241	16				343	287	395			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	14	2019	400				663	2249	300				810	241	16				343	287	395			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.89	0.89				0.92	0.91	0.85				0.92	0.94	0.94				0.92	0.91	0.85			
Lanes:	1.00	3.34	0.66				2.00	3.00	1.00				3.00	1.88	0.12				2.00	3.00	1.00			
Final Sat.:	1805	5629	1115				3502	5187	1615				5253	3354	223				3502	5187	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.36	0.36				0.19	0.43	0.19				0.15	0.07	0.07				0.10	0.06	0.24			
Crit Moves:		****					****						****								****			
Green/Cycle:	0.01	0.34	0.34				0.18	0.51	0.51				0.15	0.16	0.16				0.22	0.23	0.23			
Volume/Cap:	0.85	1.05	1.05				1.05	0.85	0.36				1.05	0.45	0.45				0.45	0.24	1.05			
Delay/Veh:	185.7	60.6	60.6				83.1	19.6	12.0				81.1	30.9	30.9				27.5	25.0	91.5			
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:	185.7	60.6	60.6				83.1	19.6	12.0				81.1	30.9	30.9				27.5	25.0	91.5			
LOS by Move:	F	E	E				F	B	B				F	C	C				C	C	F			
HCM2kAvgQ:	1	26	26				15	20	5				13	4	4				4	2	17			

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		2	0	3	0	1		3	0	1	1	0		2	0	3	0	1	
Volume Module:																								
Base Vol:	26	2084			320		1046	2102			400		690		556		14		316	460			25	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
Initial Bse:	26	2084			320		1046	2102			400		690		556		14		316	460			25	
Added Vol:	0	0			0		0	0			0		0		0		0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0		0		0		0	0			0	
Initial Fut:	26	2084			320		1046	2102			400		690		556		14		316	460			25	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
PHF Volume:	26	2084			320		1046	2102			400		690		556		14		316	460			25	
Reduct Vol:	0	0			0		0	0			0		0		0		0		0	0			0	
Reduced Vol:	26	2084			320		1046	2102			400		690		556		14		316	460			25	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
FinalVolume:	26	2084			320		1046	2102			400		690		556		14		316	460			25	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900		1900		1900		1900	1900			1900	
Adjustment:	0.95	0.89			0.89		0.92	0.91			0.85		0.92		0.95		0.95		0.92	0.91			0.85	
Lanes:	1.00	3.47			0.53		2.00	3.00			1.00		3.00		1.95		0.05		2.00	3.00			1.00	
Final Sat.:	1805	5875			902		3502	5187			1615		5253		3508		88		3502	5187			1615	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.35			0.35		0.30	0.41			0.25		0.13		0.16		0.16		0.09	0.09			0.02	
Crit Moves:		****					****								****				****					
Green/Cycle:	0.02	0.35			0.35		0.30	0.62			0.62		0.15		0.16		0.16		0.09	0.10			0.10	
Volume/Cap:	0.65	1.01			1.01		1.01	0.65			0.40		0.89		1.01		1.01		1.01	0.89			0.16	
Delay/Veh:	68.0	45.2			45.2		56.8	9.3			7.3		44.2		72.0		72.0		87.5	51.1			31.4	
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:	68.0	45.2			45.2		56.8	9.3			7.3		44.2		72.0		72.0		87.5	51.1			31.4	
LOS by Move:	E	D			D		E	A			A		D		E		E		F	D			C	
HCM2kAvgQ:	2	23			23		20	12			5		9		13		13		8	7			1	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	16	2344			86		89	1756			22		42		37		13		57		31		50	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	16	2344			86		89	1756			22		42		37		13		57		31		50	
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:	16	2344			86		89	1756			22		42		37		13		57		31		50	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	16	2344			86		89	1756			22		42		37		13		57		31		50	
Reduct Vol:	0	0			0		0	0			0		0		0		0		0		0		0	
Reduced Vol:	16	2344			86		89	1756			22		42		37		13		57		31		50	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	16	2344			86		89	1756			22		42		37		13		57		31		50	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91			0.85		0.95	0.91			0.85		0.72		0.72		0.85		0.69		0.69		0.85	
Lanes:	1.00	3.00			1.00		1.00	3.00			1.00		0.53		0.47		1.00		0.65		0.35		1.00	
Final Sat.:	1805	5187			1615		1805	5187			1615		724		638		1615		854		465		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.45			0.05		0.05	0.34			0.01		0.06		0.06		0.01		0.07		0.07		0.03	
Crit Moves:		****					****														****			
Green/Cycle:	0.02	0.72			0.72		0.08	0.77			0.77		0.11		0.11		0.11		0.11		0.11		0.11	
Volume/Cap:	0.44	0.63			0.07		0.63	0.44			0.02		0.55		0.55		0.08		0.63		0.63		0.29	
Delay/Veh:	37.2	4.8			2.6		35.7	2.4			1.6		29.9		29.9		24.4		34.7		34.7		25.7	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	37.2	4.8			2.6		35.7	2.4			1.6		29.9		29.9		24.4		34.7		34.7		25.7	
LOS by Move:	D	A			A		D	A			A		C		C		C		C		C		C	
HCM2kAvgQ:	1	9			1		3	4			0		2		2		0		3		3		1	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	0	1		1	0	3	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	19	2202		65			108	2239		75			46		41		15		74		60		195	
Growth Adj:	1.00	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	2202		65			108	2239		75			46		41		15		74		60		195	
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	2202		65			108	2239		75			46		41		15		74		60		195	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	19	2202		65			108	2239		75			46		41		15		74		60		195	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	19	2202		65			108	2239		75			46		41		15		74		60		195	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	19	2202		65			108	2239		75			46		41		15		74		60		195	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.85			0.95	0.91		0.85			0.81		0.81		0.85		0.80		0.80		0.85	
Lanes:	1.00	3.00		1.00			1.00	3.00		1.00			0.53		0.47		1.00		0.55		0.45		1.00	
Final Sat.:	1805	5187		1615			1805	5187		1615			813		724		1615		837		679		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.42		0.04			0.06	0.43		0.05			0.06		0.06		0.01		0.09		0.09		0.12	
Crit Moves:		****					****																	****
Green/Cycle:	0.02	0.63		0.63			0.09	0.70		0.70			0.18		0.18		0.18		0.18		0.18		0.18	
Volume/Cap:	0.61	0.67		0.06			0.67	0.61		0.07			0.32		0.32		0.05		0.49		0.49		0.67	
Delay/Veh:	60.7	7.6		4.3			37.1	5.0		2.8			22.1		22.1		20.5		23.6		23.6		29.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	60.7	7.6		4.3			37.1	5.0		2.8			22.1		22.1		20.5		23.6		23.6		29.0	
LOS by Move:	E	A		A			D	A		A			C		C		C		C		C		C	
HCM2kAvgQ:	1	11		0			3	9		0			2		2		0		3		3		5	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: 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	1	0		1	0	2	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	20	1991		10			100	1911		80			90		100		50		10		70		50	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	20	1991		10			100	1911		80			90		100		50		10		70		50	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	20	1991		10			100	1911		80			90		100		50		10		70		50	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	20	1991		10			100	1911		80			90		100		50		10		70		50	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	20	1991		10			100	1911		80			90		100		50		10		70		50	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	20	1991		10			100	1911		80			90		100		50		10		70		50	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.90		0.90			0.82		0.82		0.85		0.43		1.00		0.85	
Lanes:	1.00	2.99		0.02			1.00	2.88		0.12			0.47		0.53		1.00		1.00		1.00		1.00	
Final Sat.:	1805	5157		26			1805	4949		207			741		823		1615		818		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.39		0.39			0.06	0.39		0.39			0.12		0.12		0.03		0.01		0.04		0.03	
Crit Moves:		****						****							****									
Green/Cycle:	0.02	0.62		0.62			0.09	0.69		0.69			0.19		0.19		0.19		0.19		0.19		0.19	
Volume/Cap:	0.56	0.63		0.63			0.63	0.56		0.56			0.63		0.63		0.16		0.06		0.19		0.16	
Delay/Veh:	48.2	7.6		7.6			34.0	5.0		5.0			26.2		26.2		20.3		19.9		20.5		20.3	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	48.2	7.6		7.6			34.0	5.0		5.0			26.2		26.2		20.3		19.9		20.5		20.3	
LOS by Move:	D	A		A			C	A		A			C		C		C		B		C		C	
HCM2kAvgQ:	1	9		9			3	7		7			4		4		1		0		1		1	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout Without Project
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: OPTIMIZED Level Of Service: 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	1	0		1	0	2	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	30	1850		20			80	2009		70			40		70		30		10		60		80	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	30	1850		20			80	2009		70			40		70		30		10		60		80	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	30	1850		20			80	2009		70			40		70		30		10		60		80	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	30	1850		20			80	2009		70			40		70		30		10		60		80	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	30	1850		20			80	2009		70			40		70		30		10		60		80	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	30	1850		20			80	2009		70			40		70		30		10		60		80	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.91		0.91			0.87		0.87		0.85		0.55		1.00		0.85	
Lanes:	1.00	2.97		0.03			1.00	2.90		0.10			0.36		0.64		1.00		1.00		1.00		1.00	
Final Sat.:	1805	5123		55			1805	4987		174			598		1046		1615		1049		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.36		0.36			0.04	0.40		0.40			0.07		0.07		0.02		0.01		0.03		0.05	
Crit Moves:	****							****							****									
Green/Cycle:	0.03	0.69		0.69			0.08	0.75		0.75			0.12		0.12		0.12		0.12		0.12		0.12	
Volume/Cap:	0.54	0.52		0.52			0.52	0.54		0.54			0.54		0.54		0.15		0.08		0.26		0.40	
Delay/Veh:	39.0	4.6		4.6			29.5	3.4		3.4			27.6		27.6		23.8		23.5		24.4		25.5	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	39.0	4.6		4.6			29.5	3.4		3.4			27.6		27.6		23.8		23.5		24.4		25.5	
LOS by Move:	D	A		A			C	A		A			C		C		C		C		C		C	
HCM2kAvgQ:	1	7		7			2	7		7			3		3		1		0		1		2	

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

General Plan Buildout With Project

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	1	0	1	0		1	1	1	0	2		2	0	3	0	1		1	0	3	1	0	
Volume Module:																								
Base Vol:	180	510		150			120	130		10			500	2660		210			120	560		240		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	180	510		150			120	130		10			500	2660		210			120	560		240		
Added Vol:	0	1		0			0	0		0			0	5		0			0	1		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	180	511		150			120	130		10			500	2665		210			120	561		240		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	180	511		150			120	130		10			500	2665		210			120	561		240		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	180	511		150			120	130		10			500	2665		210			120	561		240		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	180	511		150			120	130		10			500	2665		210			120	561		240		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.91	0.91		0.91			0.93	0.93		0.75			0.92	0.91		0.85			0.95	0.87		0.87		
Lanes:	1.00	1.55		0.45			1.44	1.56		2.00			2.00	3.00		1.00			1.00	3.00		1.00		
Final Sat.:	1738	2687		789			2538	2750		2842			3502	5187		1615			1805	4954		1651		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.19		0.19			0.05	0.05		0.00			0.14	0.51		0.13			0.07	0.11		0.15		
Crit Moves:		****						****						****						****				
Green/Cycle:	0.20	0.20		0.20			0.05	0.05		0.35			0.30	0.54		0.54			0.07	0.31		0.31		
Volume/Cap:	0.51	0.94		0.94			0.94	0.94		0.01			0.47	0.94		0.24			0.94	0.37		0.47		
Delay/Veh:	21.6	41.6		41.6			68.5	68.5		12.5			17.2	20.3		7.3			90.1	16.2		16.9		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	21.6	41.6		41.6			68.5	68.5		12.5			17.2	20.3		7.3			90.1	16.2		16.9		
LOS by Move:	C	D		D			E	E		B			B	C		A			F	B		B		
HCM2kAvgQ:	4	11		11			4	4		0			4	23		2			5	3		4		

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #2 Superior Avenue (NS) / West Coast Highway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	350	190	150	250	400	390	50	1440	290	270	2710	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	190	150	250	400	390	50	1440	290	270	2710	200
Added Vol:	0	1	0	0	2	0	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	191	150	250	402	390	50	1442	290	270	2717	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	191	150	250	402	390	50	1442	290	270	2717	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	191	150	250	402	390	50	1442	290	270	2717	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	191	150	250	402	390	50	1442	290	270	2717	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.90	0.90
Lanes:	1.52	0.83	0.65	1.15	1.85	2.00	2.00	3.00	1.00	1.00	3.73	0.27
Final Sat.:	2588	1412	1109	2037	3276	2842	3502	5187	1615	1805	6375	469
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.14	0.01	0.28	0.18	0.15	0.43	0.43
Crit Moves:			****			****	****				****	
Green/Cycle:	0.17	0.17	0.17	0.15	0.15	0.17	0.02	0.36	0.36	0.19	0.53	0.53
Volume/Cap:	0.81	0.81	0.81	0.80	0.80	0.81	0.81	0.78	0.51	0.78	0.81	0.81
Delay/Veh:	29.7	29.7	29.7	30.5	30.5	33.6	81.5	19.5	15.9	34.1	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	30.5	30.5	33.6	81.5	19.5	15.9	34.1	13.0	13.0
LOS by Move:	C	C	C	C	C	C	F	B	B	C	B	B
HCM2kAvgQ:	7	7	7	7	7	6	2	11	5	7	15	15

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	150	2300		10			50	1310		230			140	350		80			50	250		20		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	150	2300		10			50	1310		230			140	350		80			50	250		20		
Added Vol:	0	0		6			8	0		0			0	5		0			2	1		2		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	150	2300		16			58	1310		230			140	355		80			52	251		22		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	150	2300		16			58	1310		230			140	355		80			52	251		22		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	150	2300		16			58	1310		230			140	355		80			52	251		22		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	150	2300		16			58	1310		230			140	355		80			52	251		22		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.91		0.85			0.95	0.91		0.85			0.92	1.00		0.85			0.95	0.94		0.94		
Lanes:	1.00	3.00		1.00			1.00	3.00		1.00			2.00	1.00		1.00			1.00	1.84		0.16		
Final Sat.:	1805	5187		1615			1805	5187		1615			3502	1900		1615			1805	3279		287		
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.44		0.01			0.03	0.25		0.14			0.04	0.19		0.05			0.03	0.08		0.08		
Crit Moves:		****					****							****					****					
Green/Cycle:	0.15	0.56		0.56			0.04	0.45		0.45			0.09	0.23		0.23			0.04	0.18		0.18		
Volume/Cap:	0.56	0.80		0.02			0.80	0.56		0.32			0.43	0.80		0.21			0.80	0.43		0.43		
Delay/Veh:	26.5	12.3		6.0			72.9	12.5		10.9			26.6	31.4		18.8			76.8	22.4		22.4		
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:	26.5	12.3		6.0			72.9	12.5		10.9			26.6	31.4		18.8			76.8	22.4		22.4		
LOS by Move:	C		B		A		E		B		B		C		C		B		E		C		C	
HCM2kAvgQ:	4		15		0		3		7		3		2		9		1		3		3		3	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #5 Newport Boulevard (NS) / Hospital Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	190	1170	130				10	2130	200				140	250	10				210	250	110			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	190	1170	130				10	2130	200				140	250	10				210	250	110			
Added Vol:	0	0	3				4	0	0				0	2	0				8	7	12			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	190	1170	133				14	2130	200				140	252	10				218	257	122			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	190	1170	133				14	2130	200				140	252	10				218	257	122			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	190	1170	133				14	2130	200				140	252	10				218	257	122			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	190	1170	133				14	2130	200				140	252	10				218	257	122			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.85				0.95	0.91	0.85				0.92	1.00	0.85				0.95	0.90	0.90			
Lanes:	1.00	3.00	1.00				1.00	3.00	1.00				2.00	1.00	1.00				1.00	1.36	0.64			
Final Sat.:	1805	5187	1615				1805	5187	1615				3502	1900	1615				1805	2330	1106			
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.23	0.08				0.01	0.41	0.12				0.04	0.13	0.01				0.12	0.11	0.11			
Crit Moves:	****							****						****					****					
Green/Cycle:	0.12	0.56	0.56				0.02	0.46	0.46				0.08	0.15	0.15				0.14	0.21	0.21			
Volume/Cap:	0.89	0.40	0.15				0.40	0.89	0.27				0.53	0.89	0.04				0.89	0.53	0.53			
Delay/Veh:	59.0	7.5	6.4				36.5	19.2	10.1				28.6	51.9	21.9				55.3	21.8	21.8			
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:	59.0	7.5	6.4				36.5	19.2	10.1				28.6	51.9	21.9				55.3	21.8	21.8			
LOS by Move:	E		A		A		D		B		B		C		D		C		E		C		C	
HCM2kAvgQ:	7		5		1		1		17		2		2		8		0		7		4		4	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED 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			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	610	0	200	0	2090	150	0	930	890
Growth Adj:	1.00	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	610	0	200	0	2090	150	0	930	890
Added Vol:	0	0	0	1	0	0	0	5	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	611	0	200	0	2095	150	0	931	890
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	611	0	200	0	2095	0	0	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	611	0	200	0	2095	0	0	931	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	611	0	200	0	2095	0	0	931	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	0.61	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	2309	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.12	0.00	0.58	0.00	0.00	0.18	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.64	0.00	0.00	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.91	0.00	0.42	0.00	0.91	0.00	0.00	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	36.2	0.0	17.8	0.0	14.8	0.0	0.0	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.2	0.0	17.8	0.0	14.8	0.0	0.0	4.8	0.0
LOS by Move:	A	A	A	D	A	B	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	10	0	3	0	22	0	0	3	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #6 Newport Boulevard (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED 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			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	770	0	410	0	1310	180	0	2300	1350
Growth Adj:	1.00	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	770	0	410	0	1310	180	0	2300	1350
Added Vol:	0	0	0	7	0	0	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	777	0	410	0	1312	180	0	2307	1350
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	777	0	410	0	1312	0	0	2307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	777	0	410	0	1312	0	0	2307	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	777	0	410	0	1312	0	0	2307	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	0.60	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	2278	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.25	0.00	0.36	0.00	0.00	0.44	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.53	0.00	0.00	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.63	0.00	0.69	0.00	0.00	0.84	0.00
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	16.2	0.0	11.6	0.0	0.0	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	16.2	0.0	11.6	0.0	0.0	14.5	0.0
LOS by Move:	A	A	A	C	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	10	0	7	0	11	0	0	16	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED 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:	1 0	0	0 0	0 1	0	0 1	1 0	1	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	90	10	370	220	2681	10	10	1685	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:	10	0	0	90	10	370	220	2681	10	10	1685	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	370	220	2681	10	10	1685	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:	10	0	0	90	10	370	220	2681	10	10	1685	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	0.78	0.78	0.85	0.95	0.95	0.95	0.95	0.91	0.85
Lanes:	1.00	0.00	0.00	0.90	0.10	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	1654	0	0	1333	148	1615	1805	3594	13	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.07	0.07	0.23	0.12	0.75	0.75	0.01	0.32	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.11	0.00	0.00	0.11	0.11	0.33	0.22	0.79	0.79	0.01	0.58	0.58
Volume/Cap:	0.05	0.00	0.00	0.60	0.60	0.69	0.56	0.95	0.95	0.95	0.56	0.04
Delay/Veh:	25.8	0.0	0.0	33.1	33.1	22.9	24.6	13.4	13.4	277.7	8.8	6.0
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:	25.8	0.0	0.0	33.1	33.1	22.9	24.6	13.4	13.4	277.7	8.8	6.0
LOS by Move:	C	A	A	C	C	C	C	B	B	F	A	A
HCM2kAvgQ:	0	0	0	3	3	8	5	30	30	1	8	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED 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	0	1 1	0	1	0	3 0	1
Volume Module:														
Base Vol:	20	10	10	110	10	400	340	2220	10		10	2920	50	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	10	10	110	10	400	340	2220	10		10	2920	50	
Added Vol:	0	0	0	0	0	0	0	7	0		0	2	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	20	10	10	110	10	400	340	2227	10		10	2922	50	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	10	10	110	10	400	340	2227	10		10	2922	50	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	20	10	10	110	10	400	340	2227	10		10	2922	50	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	10	10	110	10	400	340	2227	10		10	2922	50	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.55	0.55	0.55	0.78	0.78	0.85	0.95	0.95	0.95		0.95	0.91	0.85	
Lanes:	0.50	0.25	0.25	0.92	0.08	1.00	1.00	1.99	0.01		1.00	3.00	1.00	
Final Sat.:	522	261	261	1352	123	1615	1805	3591	16		1805	5187	1615	
Capacity Analysis Module:														
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.25	0.19	0.62	0.62		0.01	0.56	0.03	
Crit Moves:					****		****					****		
Green/Cycle:	0.09	0.09	0.09	0.09	0.09	0.29	0.20	0.80	0.80		0.01	0.61	0.61	
Volume/Cap:	0.44	0.44	0.44	0.93	0.93	0.85	0.93	0.77	0.77		0.77	0.93	0.05	
Delay/Veh:	29.2	29.2	29.2	83.8	83.8	33.7	52.3	4.3	4.3		160.8	15.9	4.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.2	29.2	29.2	83.8	83.8	33.7	52.3	4.3	4.3		160.8	15.9	4.8	
LOS by Move:	C	C	C	F	F	C	D	A	A		F	B	A	
HCM2kAvgQ:	1	1	1	5	5	10	11	13	13		1	23	0	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 54.7
Optimal Cycle: OPTIMIZED 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 1			0 0 1! 0 0			1 0 1 1 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	30	0	40	110	2651	10	0	1695	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:	0	0	10	30	0	40	110	2651	10	0	1695	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	110	2651	10	0	1695	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:	0	0	10	30	0	40	110	2651	10	0	1695	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.79	1.00	0.79	0.95	0.95	0.95	1.00	0.91	0.91
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	1.99	0.01	0.00	2.93	0.07
Final Sat.:	0	0	1644	642	0	855	1805	3594	14	0	5050	119
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.05	0.06	0.74	0.74	0.00	0.34	0.34
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.04	0.04	0.00	0.04	0.62	0.90	0.90	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.16	1.20	0.00	1.20	0.10	0.82	0.82	0.00	1.20	1.20
Delay/Veh:	0.0	0.0	45.3	225.7	0.0	225.7	7.5	3.7	3.7	0.0	129	129.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	45.3	225.7	0.0	225.7	7.5	3.7	3.7	0.0	129	129.1
LOS by Move:	A	A	D	F	A	F	A	A	A	A	F	F
HCM2kAvgQ:	0	0	0	6	0	6	1	19	19	0	34	34

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

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Intersection #10 Tustin Avenue (NS) / West Coast Highway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0	1		0 0	1! 0	0	1 0	1	1 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	50	0	60	160	2070	10	0	2860	110
Added Vol:	0	0	0	0	0	0	0	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	50	0	60	160	2077	10	0	2862	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	50	0	60	160	2077	10	0	2862	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	50	0	60	160	2077	10	0	2862	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	50	0	60	160	2077	10	0	2862	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.78	1.00	0.78	0.95	0.95	0.95	1.00	0.90	0.90
Lanes:	0.00	0.00	1.00	0.45	0.00	0.55	1.00	1.99	0.01	0.00	2.89	0.11
Final Sat.:	0	0	1644	677	0	812	1805	3590	17	0	4968	191
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.07	0.00	0.07	0.09	0.58	0.58	0.00	0.58	0.58
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.09	0.09	0.00	0.09	0.11	0.81	0.81	0.00	0.70	0.70
Volume/Cap:	0.00	0.00	0.07	0.82	0.00	0.82	0.82	0.71	0.71	0.00	0.82	0.82
Delay/Veh:	0.0	0.0	25.2	58.3	0.0	58.3	49.6	3.4	3.4	0.0	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	25.2	58.3	0.0	58.3	49.6	3.4	3.4	0.0	7.9	7.9
LOS by Move:	A	A	C	E	A	E	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	5	11	11	0	17	17

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

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Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	2	1	1		2	1	1	0	1		1	0	2	1	1	
Volume Module:																								
Base Vol:	41	3692		10			20	2734		404			774	187		70			20	251		110		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	41	3692		10			20	2734		404			774	187		70			20	251		110		
Added Vol:	0	2		0			0	6		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	41	3694		10			20	2740		404			774	187		70			20	251		110		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	3694		10			20	2740		404			774	187		70			20	251		110		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	41	3694		10			20	2740		404			774	187		70			20	251		110		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	41	3694		10			20	2740		404			774	187		70			20	251		110		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.91		0.91			0.95	0.89		0.89			0.89	0.91		0.85			0.95	0.87		0.87		
Lanes:	1.00	3.99		0.01			1.00	3.00		1.00			3.00	1.00		1.00			1.00	2.78		1.22		
Final Sat.:	1805	6895		19			1805	5087		1696			5049	1735		1615			1805	4589		2011		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.54		0.54			0.01	0.54		0.24			0.15	0.11		0.04			0.01	0.05		0.05		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.03	0.62		0.62			0.01	0.61		0.61			0.17	0.17		0.17			0.06	0.06		0.07		
Volume/Cap:	0.89	0.86		0.86			0.86	0.89		0.39			0.89	0.62		0.25			0.18	0.89		0.73		
Delay/Veh:	119.7	11.4		11.4			156.2	13.2		6.1			33.4	23.8		21.9			27.5	48.4		32.9		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	119.7	11.4		11.4			156.2	13.2		6.1			33.4	23.8		21.9			27.5	48.4		32.9		
LOS by Move:	F	B		B			F	B		A			C	C		C			C	D		C		
HCM2kAvgQ:	3	19		19			2	20		4			9	5		1			1	4		4		

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #11 Newport Boulevard (NS) / 19th Street (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	2	1	1		2	1	1	0	1		1	0	2	1	1	
Volume Module:																								
Base Vol:	174	2961			100		70	3400			547		807		384		160		60	277			50	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
Initial Bse:	174	2961			100		70	3400			547		807		384		160		60	277			50	
Added Vol:	0	8			0		0	3			0		0		0		0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0		0		0		0	0			0	
Initial Fut:	174	2969			100		70	3403			547		807		384		160		60	277			50	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
PHF Volume:	174	2969			100		70	3403			547		807		384		160		60	277			50	
Reduct Vol:	0	0			0		0	0			0		0		0		0		0	0			0	
Reduced Vol:	174	2969			100		70	3403			547		807		384		160		60	277			50	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
FinalVolume:	174	2969			100		70	3403			547		807		384		160		60	277			50	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900		1900		1900		1900	1900			1900	
Adjustment:	0.95	0.91			0.91		0.95	0.89			0.89		0.89		0.92		0.85		0.95	0.89			0.89	
Lanes:	1.00	3.87			0.13		1.00	3.00			1.00		2.74		1.26		1.00		1.00	3.00			1.00	
Final Sat.:	1805	6658			224		1805	5079			1693		4635		2205		1615		1805	5068			1689	
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.45			0.45		0.04	0.67			0.32		0.17		0.17		0.10		0.03	0.05			0.03	
Crit Moves:	****							****					****							****				
Green/Cycle:	0.09	0.65			0.65		0.06	0.62			0.62		0.16		0.16		0.16		0.05	0.05			0.11	
Volume/Cap:	1.08	0.68			0.68		0.68	1.08			0.52		1.08		1.08		0.61		0.66	1.08			0.27	
Delay/Veh:	140.7	11.7			11.7		65.7	60.5			11.1		94.4		94.4		45.2		64.8	124			43.2	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00	1.00			1.00	
AdjDel/Veh:	140.7	11.7			11.7		65.7	60.5			11.1		94.4		94.4		45.2		64.8	124			43.2	
LOS by Move:	F		B		B		E		E		B		F		F		D		E		F		D	
HCM2kAvgQ:	11		17		17		4		56		11		17		17		6		3		7		2	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Protected			Protected			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	1	0 3	1 0	1	0 3	0 1	0	1 0	0 0	1			1	0	0 1	0		
Volume Module:																		
Base Vol:	10	3583	30	50	2684	20	20	10	10				50	10	240			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	10	3583	30	50	2684	20	20	10	10				50	10	240			
Added Vol:	0	2	0	0	6	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	10	3585	30	50	2690	20	20	10	10				50	10	240			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	10	3585	30	50	2690	20	20	10	10				50	10	240			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	10	3585	30	50	2690	20	20	10	10				50	10	240			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	10	3585	30	50	2690	20	20	10	10				50	10	240			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.72	0.72	0.85				0.74	0.86	0.86			
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	0.67	0.33	1.00				1.00	0.04	0.96			
Final Sat.:	1805	6850	57	1805	5187	1615	910	455	1615				1413	65	1561			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.52	0.52	0.03	0.52	0.01	0.02	0.02	0.01				0.04	0.15	0.15			
Crit Moves:		****		****										****				
Green/Cycle:	0.01	0.67	0.67	0.04	0.70	0.70	0.20	0.20	0.20				0.20	0.20	0.20			
Volume/Cap:	0.74	0.78	0.78	0.78	0.74	0.02	0.11	0.11	0.03				0.18	0.78	0.78			
Delay/Veh:	146.6	7.8	7.8	74.2	6.6	2.8	20.0	20.0	19.5				20.4	34.8	34.8			
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:	146.6	7.8	7.8	74.2	6.6	2.8	20.0	20.0	19.5				20.4	34.8	34.8			
LOS by Move:	F	A	A	E	A	A	B	B	B				C	C	C			
HCM2kAvgQ:	1	15	15	3	13	0	1	1	0				1	7	7			

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #12 Newport Boulevard (NS) / Broadway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle: OPTIMIZED		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	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	40	3095	60	120	3360	110	20	30	30	50	30	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3095	60	120	3360	110	20	30	30	50	30	170
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	3103	60	120	3363	110	20	30	30	50	30	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3103	60	120	3363	110	20	30	30	50	30	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3103	60	120	3363	110	20	30	30	50	30	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	3103	60	120	3363	110	20	30	30	50	30	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.62	0.62	0.85	0.73	0.87	0.87
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.15	0.85
Final Sat.:	1805	6766	131	1805	5187	1615	472	708	1615	1382	249	1409
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.65	0.07	0.04	0.04	0.02	0.04	0.12	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.03	0.67	0.67	0.10	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.88	0.69	0.69	0.69	0.88	0.09	0.31	0.31	0.14	0.26	0.88	0.88
Delay/Veh:	117.5	6.6	6.6	37.3	8.5	2.3	24.4	24.4	23.0	23.9	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.5	6.6	6.6	37.3	8.5	2.3	24.4	24.4	23.0	23.9	55.3	55.3
LOS by Move:	F	A	A	D	A	A	C	C	C	C	E	E
HCM2kAvgQ:	3	11	11	4	21	1	1	1	1	1	7	7

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: OPTIMIZED 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0	0	0	0 2	1 0	1	0 0	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	591	3443	0	0	2744	40	40	0	658	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:	591	3443	0	0	2744	40	40	0	658	0	0	0
Added Vol:	0	2	0	0	6	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	591	3445	0	0	2750	40	40	0	659	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	591	3445	0	0	2750	40	40	0	659	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	3445	0	0	2750	40	40	0	659	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	591	3445	0	0	2750	40	40	0	659	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.91	0.91	0.84	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	6916	0	0	5102	74	1588	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.50	0.00	0.00	0.54	0.54	0.03	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.17	0.69	0.00	0.00	0.53	0.53	0.23	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	1.02	0.72	0.00	0.00	1.02	1.02	0.11	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	74.3	7.6	0.0	0.0	40.5	40.5	23.1	0.0	18.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	7.6	0.0	0.0	40.5	40.5	23.1	0.0	18.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	D	D	C	A	B	A	A	A
HCM2kAvgQ:	13	14	0	0	34	34	1	0	8	0	0	0

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #13 Newport Boulevard (NS) / Harbor Boulevard (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 1.331
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 101.3
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Permitted						Permitted						Permitted					
Rights:	Include						Include						Ovl						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	4	0	0		0	0	2	1	0		1	0	0	0	2		0	0	0	0	0	
Volume Module:																								
Base Vol:	919	3035		0			0	3330		100			50		0		928		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:	919	3035		0			0	3330		100			50		0		928		0		0		0	
Added Vol:	2	8		0			0	3		0			0		0		1		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	921	3043		0			0	3333		100			50		0		929		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	921	3043		0			0	3333		100			50		0		929		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	921	3043		0			0	3333		100			50		0		929		0		0		0	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	921	3043		0			0	3333		100			50		0		929		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.92	0.91		1.00			1.00	0.91		0.91			0.82		1.00		0.75		1.00		1.00		1.00	
Lanes:	2.00	4.00		0.00			0.00	2.91		0.09			1.00		0.00		2.00		0.00		0.00		0.00	
Final Sat.:	3502	6916		0			0	5014		150			1555		0		2842		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.26	0.44		0.00			0.00	0.66		0.66			0.03		0.00		0.33		0.00		0.00		0.00	
Crit Moves:	****							****									****							
Green/Cycle:	0.20	0.70		0.00			0.00	0.50		0.50			0.25		0.00		0.44		0.00		0.00		0.00	
Volume/Cap:	1.33	0.63		0.00			0.00	1.33		1.33			0.13		0.00		0.74		0.00		0.00		0.00	
Delay/Veh:	200.6	8.9		0.0			0.0	178		177.8			31.0		0.0		26.5		0.0		0.0		0.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	200.6	8.9		0.0			0.0	178		177.8			31.0		0.0		26.5		0.0		0.0		0.0	
LOS by Move:	F	A		A			A	F		F			C		A		C		A		A		A	
HCM2kAvgQ:	32	15		0			0	79		79			1		0		15		0		0		0	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	0	1		2	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	60	3854		20			130	3202		120			200		70		50		20		50		60	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	60	3854		20			130	3202		120			200		70		50		20		50		60	
Added Vol:	0	2		0			0	7		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	60	3856		20			130	3209		120			200		70		50		20		50		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:	60	3856		20			130	3209		120			200		70		50		20		50		60	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	60	3856		20			130	3209		120			200		70		50		20		50		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:	60	3856		20			130	3209		120			200		70		50		20		50		60	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.91		0.85			0.92		1.00		0.85		0.95		0.92		0.92	
Lanes:	1.00	3.98		0.02			1.00	3.00		1.00			2.00		1.00		1.00		1.00		0.45		0.55	
Final Sat.:	1805	6875		36			1805	5187		1615			3502		1900		1615		1805		793		952	
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.56		0.56			0.07	0.62		0.07			0.06		0.04		0.03		0.01		0.06		0.06	
Crit Moves:	****							****					****								****			
Green/Cycle:	0.04	0.66		0.66			0.08	0.70		0.70			0.06		0.10		0.10		0.03		0.07		0.07	
Volume/Cap:	0.88	0.85		0.85			0.85	0.88		0.11			0.88		0.35		0.30		0.35		0.88		0.88	
Delay/Veh:	100.1	10.5		10.5			64.2	10.3		3.1			60.4		28.1		27.8		34.5		76.1		76.1	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	100.1	10.5		10.5			64.2	10.3		3.1			60.4		28.1		27.8		34.5		76.1		76.1	
LOS by Move:	F		B		B		E		B		A		E		C		C		C		E		E	
HCM2kAvgQ:	3		20		20		5		22		1		5		2		1		1		5		5	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #14 Newport Boulevard (NS) / 18th Street/Rochester Street (EW)

Cycle (sec): 125 Critical Vol./Cap.(X): 1.102
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	0	1		2	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	70	3694	20				80	4048	170				250	140	70				20	150	100			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	70	3694	20				80	4048	170				250	140	70				20	150	100			
Added Vol:	0	10	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:	70	3704	20				80	4052	170				250	140	70				20	150	100			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	70	3704	20				80	4052	170				250	140	70				20	150	100			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	70	3704	20				80	4052	170				250	140	70				20	150	100			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	70	3704	20				80	4052	170				250	140	70				20	150	100			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.91				0.95	0.91	0.85				0.92	1.00	0.85				0.95	0.94	0.94			
Lanes:	1.00	3.98	0.02				1.00	3.00	1.00				2.00	1.00	1.00				1.00	0.60	0.40			
Final Sat.:	1805	6873	37				1805	5187	1615				3502	1900	1615				1805	1072	714			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.54	0.54				0.04	0.78	0.11				0.07	0.07	0.04				0.01	0.14	0.14			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.04	0.69	0.69				0.06	0.71	0.71				0.06	0.17	0.17				0.03	0.13	0.13			
Volume/Cap:	1.10	0.78	0.78				0.78	1.10	0.15				1.10	0.44	0.26				0.44	1.10	1.10			
Delay/Veh:	203.9	14.1	14.1				89.9	68.8	6.0				148.1	47.8	45.9				66.8	144	144.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	203.9	14.1	14.1				89.9	68.8	6.0				148.1	47.8	45.9				66.8	144	144.3			
LOS by Move:	F	B	B				F	E	A				F	D	D				E	F	F			
HCM2kAvgQ:	6	27	27				5	76	2				9	5	2				1	16	16			

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		2	0	3	0	1		3	0	1	1	0		2	0	3	0	1	
Volume Module:																								
Base Vol:	14	2019		400			663	2249		300			810		241		16		343		287		395	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	14	2019		400			663	2249		300			810		241		16		343		287		395	
Added Vol:	0	2		0			0	7		0			0		0		0		1		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	14	2021		400			663	2256		300			810		241		16		344		287		395	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	14	2021		400			663	2256		300			810		241		16		344		287		395	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	14	2021		400			663	2256		300			810		241		16		344		287		395	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	14	2021		400			663	2256		300			810		241		16		344		287		395	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.89		0.89			0.92	0.91		0.85			0.92		0.94		0.94		0.92		0.91		0.85	
Lanes:	1.00	3.34		0.66			2.00	3.00		1.00			3.00		1.88		0.12		2.00		3.00		1.00	
Final Sat.:	1805	5630		1114			3502	5187		1615			5253		3354		223		3502		5187		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.36		0.36			0.19	0.43		0.19			0.15		0.07		0.07		0.10		0.06		0.24	
Crit Moves:		****					****						****										****	
Green/Cycle:	0.01	0.34		0.34			0.18	0.51		0.51			0.15		0.16		0.16		0.22		0.23		0.23	
Volume/Cap:	0.85	1.05		1.05			1.05	0.85		0.36			1.05		0.45		0.45		0.45		0.24		1.05	
Delay/Veh:	187.0	60.7		60.7			83.2	19.7		12.0			81.2		31.0		31.0		27.5		25.1		91.6	
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:	187.0	60.7		60.7			83.2	19.7		12.0			81.2		31.0		31.0		27.5		25.1		91.6	
LOS by Move:	F	E		E			F	B		B			F		C		C		C		C		F	
HCM2kAvgQ:	1	26		26			15	20		5			13		4		4		4		2		17	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #15 Newport Boulevard (NS) / 17th Street (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		2	0	3	0	1		3	0	1	1	0		2	0	3	0	1	
Volume Module:																								
Base Vol:	26	2084	320				1046	2102	400				690	556	14				316	460	25			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	26	2084	320				1046	2102	400				690	556	14				316	460	25			
Added Vol:	0	10	2				0	4	0				0	0	0				1	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	26	2094	322				1046	2106	400				690	556	14				317	460	25			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	26	2094	322				1046	2106	400				690	556	14				317	460	25			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	26	2094	322				1046	2106	400				690	556	14				317	460	25			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	26	2094	322				1046	2106	400				690	556	14				317	460	25			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.89	0.89				0.92	0.91	0.85				0.92	0.95	0.95				0.92	0.91	0.85			
Lanes:	1.00	3.47	0.53				2.00	3.00	1.00				3.00	1.95	0.05				2.00	3.00	1.00			
Final Sat.:	1805	5874	903				3502	5187	1615				5253	3508	88				3502	5187	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.36	0.36				0.30	0.41	0.25				0.13	0.16	0.16				0.09	0.09	0.02			
Crit Moves:		****					****							****						****				
Green/Cycle:	0.02	0.35	0.35				0.30	0.63	0.63				0.15	0.16	0.16				0.09	0.10	0.10			
Volume/Cap:	0.65	1.01	1.01				1.01	0.65	0.40				0.89	1.01	1.01				1.01	0.89	0.16			
Delay/Veh:	68.2	45.8	45.8				57.5	9.3	7.3				44.3	72.6	72.6				88.1	51.3	31.4			
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:	68.2	45.8	45.8				57.5	9.3	7.3				44.3	72.6	72.6				88.1	51.3	31.4			
LOS by Move:	E	D	D				E	A	A				D	E	E				F	D	C			
HCM2kAvgQ:	2	23	23				20	12	5				9	13	13				8	7	1			

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	0 1	0	1	0 1	0	0 1
Volume Module:												
Base Vol:	16 2344	86		89 1756	22		42	37	13	57	31	50
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16 2344	86		89 1756	22		42	37	13	57	31	50
Added Vol:	0 2	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:	16 2346	86		89 1764	22		42	37	13	57	31	50
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16 2346	86		89 1764	22		42	37	13	57	31	50
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	16 2346	86		89 1764	22		42	37	13	57	31	50
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16 2346	86		89 1764	22		42	37	13	57	31	50
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.91	0.85		0.95 0.91	0.85		0.72	0.72	0.85	0.69	0.69	0.85
Lanes:	1.00 3.00	1.00		1.00 3.00	1.00		0.53	0.47	1.00	0.65	0.35	1.00
Final Sat.:	1805 5187	1615		1805 5187	1615		724	638	1615	854	464	1615
Capacity Analysis Module:												
Vol/Sat:	0.01 0.45	0.05		0.05 0.34	0.01		0.06	0.06	0.01	0.07	0.07	0.03
Crit Moves:	****			****							****	
Green/Cycle:	0.02 0.72	0.72		0.08 0.77	0.77		0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.44 0.63	0.07		0.63 0.44	0.02		0.55	0.55	0.08	0.63	0.63	0.29
Delay/Veh:	37.3 4.8	2.6		35.8 2.4	1.6		29.9	29.9	24.4	34.7	34.7	25.7
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3 4.8	2.6		35.8 2.4	1.6		29.9	29.9	24.4	34.7	34.7	25.7
LOS by Move:	D A	A		D A	A		C	C	C	C	C	C
HCM2kAvgQ:	1 9	1		3 4	0		2	2	0	3	3	1

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #16 Newport Boulevard (NS) / 16th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	3	0	1	
Volume Module:												
Base Vol:	19	2202			65		108	2239			75	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	19	2202			65		108	2239			75	
Added Vol:	0	12			0		0	4			0	
PasserByVol:	0	0			0		0	0			0	
Initial Fut:	19	2214			65		108	2243			75	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	19	2214			65		108	2243			75	
Reduct Vol:	0	0			0		0	0			0	
Reduced Vol:	19	2214			65		108	2243			75	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	19	2214			65		108	2243			75	
Saturation Flow Module:												
Sat/Lane:	1900	1900			1900		1900	1900			1900	
Adjustment:	0.95	0.91			0.85		0.95	0.91			0.85	
Lanes:	1.00	3.00			1.00		1.00	3.00			1.00	
Final Sat.:	1805	5187			1615		1805	5187			1615	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43			0.04		0.06	0.43			0.05	
Crit Moves:		****					****					
Green/Cycle:	0.02	0.63			0.63		0.09	0.70			0.70	
Volume/Cap:	0.61	0.67			0.06		0.67	0.61			0.07	
Delay/Veh:	60.9	7.6			4.2		37.4	4.9			2.8	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	60.9	7.6			4.2		37.4	4.9			2.8	
LOS by Move:	E	A			A		D	A			A	
HCM2kAvgQ:	1	11			0		3	9			0	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	0	1	0	0	1		0	1	0	0	1	
Volume Module:												
Base Vol:	46	41			15		74	60			195	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	46	41			15		74	60			195	
Added Vol:	0	0			0		0	0			0	
PasserByVol:	0	0			0		0	0			0	
Initial Fut:	46	41			15		74	60			195	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	46	41			15		74	60			195	
Reduct Vol:	0	0			0		0	0			0	
Reduced Vol:	46	41			15		74	60			195	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	46	41			15		74	60			195	
Saturation Flow Module:												
Sat/Lane:	1900	1900			1900		1900	1900			1900	
Adjustment:	0.81	0.81			0.85		0.80	0.80			0.85	
Lanes:	0.53	0.47			1.00		0.55	0.45			1.00	
Final Sat.:	812	724			1615		837	678			1615	
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06			0.01		0.09	0.09			0.12	
Crit Moves:											****	
Green/Cycle:	0.18	0.18			0.18		0.18	0.18			0.18	
Volume/Cap:	0.32	0.32			0.05		0.49	0.49			0.67	
Delay/Veh:	22.1	22.1			20.5		23.6	23.6			29.2	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	22.1	22.1			20.5		23.6	23.6			29.2	
LOS by Move:	C	C			C		C	C			C	
HCM2kAvgQ:	2	2			0		3	3			5	

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Morning Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: 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	1	0	1 0 2	1	0	0 1 0	0	1	1 0 1	0	1
Volume Module:												
Base Vol:	20 1991	10		100 1911	80		90	100	50	10	70	50
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20 1991	10		100 1911	80		90	100	50	10	70	50
Added Vol:	0 2	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:	20 1993	10		100 1919	80		90	100	50	10	70	50
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20 1993	10		100 1919	80		90	100	50	10	70	50
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	20 1993	10		100 1919	80		90	100	50	10	70	50
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20 1993	10		100 1919	80		90	100	50	10	70	50
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900	1900	1900	1900	1900	1900
Adjustment:	0.95 0.91	0.91		0.95 0.90	0.90		0.82	0.82	0.85	0.43	1.00	0.85
Lanes:	1.00 2.99	0.02		1.00 2.88	0.12		0.47	0.53	1.00	1.00	1.00	1.00
Final Sat.:	1805 5157	26		1805 4950	206		741	823	1615	817	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01 0.39	0.39		0.06 0.39	0.39		0.12	0.12	0.03	0.01	0.04	0.03
Crit Moves:	****			****				****				
Green/Cycle:	0.02 0.62	0.62		0.09 0.69	0.69		0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.56 0.63	0.63		0.63 0.56	0.56		0.63	0.63	0.16	0.06	0.19	0.16
Delay/Veh:	48.6 7.6	7.6		34.0 5.0	5.0		26.3	26.3	20.3	19.9	20.5	20.3
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6 7.6	7.6		34.0 5.0	5.0		26.3	26.3	20.3	19.9	20.5	20.3
LOS by Move:	D A	A		C A	A		C	C	C	B	C	C
HCM2kAvgQ:	1 9	9		3 8	8		4	4	1	0	1	1

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

Old Newport Boulevard Sub-Area Project
General Plan Buildout With Project
Evening Peak Hour

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

Intersection #17 Newport Boulevard (NS) / Industrial Way (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: OPTIMIZED Level Of Service: 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	1	0		1	0	2	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	30	1850		20			80	2009		70			40		70		30		10		60		80	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	30	1850		20			80	2009		70			40		70		30		10		60		80	
Added Vol:	0	12		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:	30	1862		20			80	2013		70			40		70		30		10		60		80	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	30	1862		20			80	2013		70			40		70		30		10		60		80	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	30	1862		20			80	2013		70			40		70		30		10		60		80	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	30	1862		20			80	2013		70			40		70		30		10		60		80	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.91		0.91			0.95	0.91		0.91			0.87		0.87		0.85		0.55		1.00		0.85	
Lanes:	1.00	2.97		0.03			1.00	2.90		0.10			0.36		0.64		1.00		1.00		1.00		1.00	
Final Sat.:	1805	5124		55			1805	4988		173			598		1046		1615		1048		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.36		0.36			0.04	0.40		0.40			0.07		0.07		0.02		0.01		0.03		0.05	
Crit Moves:	****							****							****									
Green/Cycle:	0.03	0.69		0.69			0.08	0.75		0.75			0.12		0.12		0.12		0.12		0.12		0.12	
Volume/Cap:	0.54	0.53		0.53			0.53	0.54		0.54			0.54		0.54		0.15		0.08		0.26		0.40	
Delay/Veh:	39.1	4.6		4.6			29.7	3.4		3.4			27.6		27.6		23.8		23.5		24.4		25.6	
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:	39.1	4.6		4.6			29.7	3.4		3.4			27.6		27.6		23.8		23.5		24.4		25.6	
LOS by Move:	D	A		A			C	A		A			C		C		C		C		C		C	
HCM2kAvgQ:	1	7		7			2	7		7			3		3		1		0		1		2	

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