

APPENDIX G
Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS REPORT
ORANGE COAST COLLEGE VISION 2020
FACILITIES MASTER PLAN

Costa Mesa, California
June 30, 2015

Prepared for:

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APPENDIX

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TRAFFIC IMPACT ANALYSIS REPORT
ORANGE COAST COLLEGE VISION 2020
FACILITIES MASTER PLAN

Costa Mesa, California
June 30, 2015

1.0 INTRODUCTION

This Traffic Impact Analysis report addresses the potential traffic impacts associated with the proposed Orange Coast College Vision 2020 Facilities Master Plan (hereinafter referred to as Project). The approximately 160-acre project site is generally located west of Fairview Road between Adams Avenue and Merrimac Way in the City of Costa Mesa, California. The proposed Project will generally consist of the construction of new campus facilities and the renovation of existing campus facilities to meet the District’s instructional needs and to accommodate growth in the student body over the planning horizon and beyond for in-district students and out-of-district students. In addition to the new and/or renovated instructional space, the proposed Project will also consist of the construction of on-campus student housing, the construction of a mixed-use development consisting of conference/education office space, retail and/or food uses, an expansion/renovation to the existing recycling center located on the north end of the campus and the construction of a new parking structure to be located on a portion of the Adams parking lot.

1.1 Scope of Work

This traffic report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. The traffic analysis evaluates the operating conditions at thirty five (35) key study locations within the project vicinity (including one proposed project driveway to be added along Adams Avenue), estimates the trip generation potential of the proposed Project, superimposes the project-related traffic volumes on the circulation system as it currently exists and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection improvements/mitigation measures are identified.

The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic information has been collected at thirty four (34) key study locations on a “typical” weekday for use in the preparation of intersection level of service calculations. A “typical” weekday constitutes a Tuesday, Wednesday or Thursday and refers to a non-holiday condition when local schools are in session. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at the City of Costa Mesa and the City of Newport Beach. Based on our research, there are seven (7) cumulative projects located in the City of Costa Mesa and one (1) cumulative project located in the City of Newport Beach. These eight (8) cumulative projects were considered in the cumulative traffic analysis for this project.

This traffic report satisfies the traffic impact requirements of the City of Costa Mesa and is consistent with the most current *Congestion Management Program (CMP) for Orange County*. This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2024) traffic setting upon completion of the proposed Project. Peak hour traffic forecasts for the Year 2024 horizon year have been projected by increasing existing (2013 and 2015) traffic volumes by an annual growth rate of one percent (1.0%) per year and adding traffic volumes generated by eight (8) cumulative projects.

1.2 Study Area

A total of thirty five (35) locations, which are all located within the City of Costa Mesa have been selected for evaluation based on review of the existing transportation system surrounding the proposed Project site. Of this total, twenty (20) locations are arterial street signalized intersections, four (4) locations are arterial street/project access point signalized intersections and eleven (11) locations (includes the one proposed project driveway along Adams Avenue) are project access point unsignalized intersections. The thirty five (35) locations listed below provide regional and local access to the study area and define the extent of the boundaries for this traffic impact investigation.

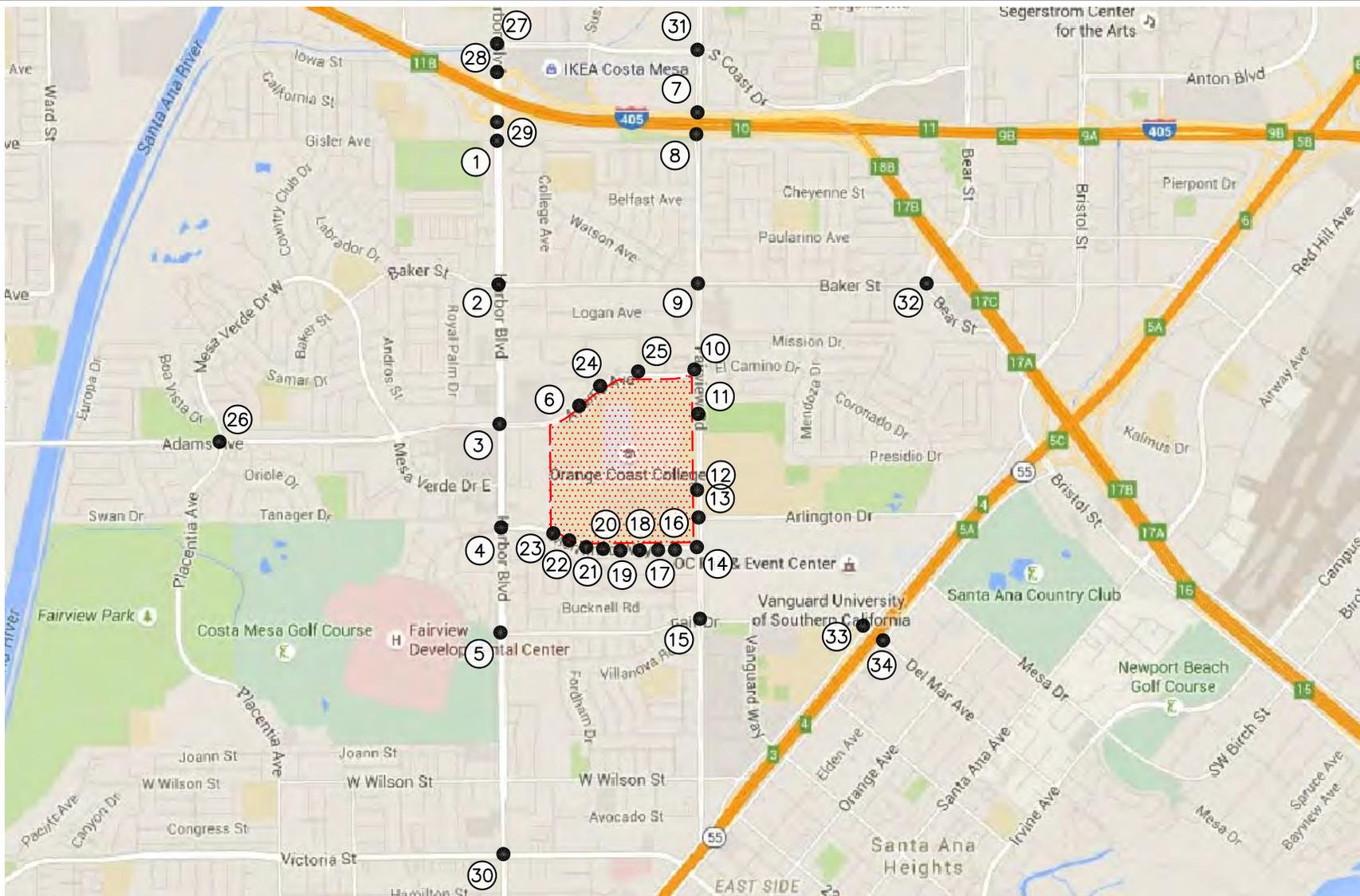
Key Study Intersections

- | | |
|---|---|
| 1. Harbor Boulevard at Gisler Avenue | 19. Lot D Dwy (Right-In/Out Only) at Merrimac Way |
| 2. Harbor Boulevard at Baker Street | 20. Lot E Driveway at Merrimac Way |
| 3. Harbor Boulevard at Adams Avenue | 21. Lot E Driveway (Right-In/Out Only) at Merrimac Way |
| 4. Harbor Boulevard at Merrimac Way | 22. Lot E Driveway/Church Driveway at Merrimac Way |
| 5. Harbor Boulevard at Fair Drive | 23. Lot E Driveway (Right-In/Out Only) at Merrimac Way |
| 6. Pinecreek Drive/S Street at Adams Avenue | 24. Recycling Center Driveway No. 1 at Adams Avenue |
| 7. Fairview Road at I-405 NB Ramps | 25. Recycling Center Driveway No. 2 at Adams Avenue |
| 8. Fairview Road at I-405 SB Ramps | 26. Placentia Avenue/Mesa Verde Drive at Adams Avenue |
| 9. Fairview Road at Baker Street | 27. Harbor Boulevard at South Coast Drive |
| 10. Fairview Rd at Adams Ave/El Camino Dr | 28. Harbor Boulevard at I-405 NB Ramps |
| 11. Fairview Road at Monitor Way | 29. Harbor Boulevard at I-405 SB Ramps |
| 12. Fairview Rd at Pirate Way/Mustang Way | 30. Harbor Boulevard at Victoria Street |
| 13. Fairview Road at Arlington Drive | 31. Fairview Road at South Coast Drive |
| 14. Fairview Road at Merrimac Way | 32. Bear Street at Baker Street |
| 15. Fairview Road at Fair Drive | 33. Newport Boulevard at SR-55 SB Ramps/Fair Drive |
| 16. Lot C Driveway at Merrimac Way | 34. Newport Blvd/SR-55 NB Ramps at Fair Drive/Del Mar Ave |
| 17. Lot D Driveway at Merrimac Way | 35. Project Dwy (near student housing component) at Adams Ave |
| 18. Lot D Dwy (Right-In/Out Only) at Merrimac Way | |

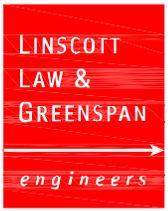
Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system. The Volume-Capacity (V/C) and Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or mitigates the impact of the project.

Included in this Traffic Impact Analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions,
- AM and PM peak hour capacity analyses for existing plus project conditions,
- AM and PM peak hour capacity analyses for future near-term (Year 2024) traffic conditions without and with the proposed Project,
- Caltrans Evaluation at applicable locations,
- Recommended Improvements,
- Focused Saturday Evaluation,
- Intersection Queuing Evaluation, and
- Parking Structure Evaluation.



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SOURCE: GOOGLE

KEY

-  = STUDY INTERSECTION
-  = PROJECT SITE

FIGURE 1-1

VICINITY MAP

ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

2.0 PROJECT DESCRIPTION

The approximately 160-acre project site is generally located west of Fairview Road between Adams Avenue and Merrimac Way in the City of Costa Mesa, California. *Figure 2-1* presents an aerial depiction of the existing site.

Figure 2-2 presents the proposed site plan for the proposed Project, which shows the locations of the proposed renovations and new construction. As shown, the proposed Project will consist of the construction of new campus facilities and the renovation of existing campus facilities to meet the District's instructional needs and to accommodate growth in the student body over the planning horizon and beyond for in-district students and out-of-district students. In addition to the new and/or renovated instructional space, the proposed Project will also consist of the construction of on-campus student housing, the construction of a mixed-use development consisting of conference/education office space, retail and/or food uses, an expansion/renovation to the existing recycling center and the construction of a new parking structure.

In order to facilitate the development of trip generation forecasts for the proposed Project, the aforementioned project description has been divided amongst four categories. These four categories consist of development related to 1) student growth; 2) the on-campus student housing project; 3) the mixed-use development project and 4) the recycling center expansion project. All project components are expected to be completed by the Year 2024. The following describes each of the four categories in detail.

Student Growth

Orange Coast College has a current baseline student enrollment of 21,410 students. As stated above, the renovation of existing campus facilities and the construction of new campus facilities, including the proposed parking structure to be located on a portion of the Adams parking lot are required to meet the District's instructional needs and to accommodate growth in the student body for in-district students and out-of-district students. At completion of the Master Plan, Orange Coast College is projected to accommodate a future student enrollment of 28,332 students, resulting in a net increase of 6,922 students.

Student Housing

As shown in *Figure 2-2*, the on-campus student housing project component will be generally located on the southwest corner of the intersection of Pinecreek Drive/S Street and Adams Avenue in the northwest corner of campus. The on-campus student housing project component will consist of 818 beds.

Mixed-Use Development

As shown in *Figure 2-2*, the mixed-use development project component will be generally located on the northwest corner of the intersection of Fairview Road and Merrimac Way in the southeast corner of campus. The mixed-use development project component will consist of 89,000 SF of conference/education office space and up to 15,000 SF of retail/fast-casual restaurant space.

Recycling Center Expansion

The recycling center currently exists on the north end of the campus between the athletic fields, with two access points currently provided along Adams Avenue (i.e. one inbound only driveway and one outbound only driveway). As shown in *Figure 2-2*, the recycling center will remain in its current location; however it will be expanded for the purposes of accommodating recycling demand in the City of Costa Mesa. The expanded facility will provide a greater area for visitors to drop off recyclable materials at designated areas, provide more parking for patrons, provide a greater area for equipment storage and provide an area for outdoor instructional space. Access to the expanded facility will remain unchanged with one inbound only driveway and one outbound only driveway to be provided along Adams Avenue. A deceleration lane will also be provided along Adams Avenue at the inbound only driveway. At completion of the proposed recycling center expansion, it is expected that the site would collect triple the amount of waste that is currently collected at the existing facility, thus resulting in triple the amount of visitors to the expanded site.

2.1 Site Access

Vehicular access to the campus would continue to be provided from Adams Avenue, Fairview Road and Merrimac Way. The vehicular entries from Monitor Way, Pirate Way and Arlington Drive would be enhanced with the addition of formal gateways and marked pedestrian drop-off points. The primary entry into Lot E off of Merrimac Way would also be enhanced. A new right-turn in/right-turn out only driveway would also be provided along Adams Avenue, located on the west end of the campus, near the proposed student housing project component (study location #35).



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SOURCE: GOOGLE

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FIGURE 2-1

EXISTING SITE AERIAL

ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

3.0 EXISTING CONDITIONS

3.1 Existing Street System

The principal local network of streets serving the project site are Harbor Boulevard, Fairview Road, Adams Avenue and Merrimac Way. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Harbor Boulevard is an eight-lane, divided roadway between Gisler Avenue and Baker Street, a seven-lane, divided roadway between Baker Street and Adams Avenue and a six-lane, divided roadway south of Adams Avenue, oriented in the north-south direction. The posted speed limit on Harbor Boulevard is 40 miles per hour (mph). On-street parking is generally not permitted along this roadway in the vicinity of the project. Traffic signals control the study intersections of Harbor Boulevard at South Coast Drive, the I-405 NB Ramps, the I-405 SB Ramps, Gisler Avenue, Baker Street, Adams Avenue, Merrimac Way, Fair Drive and Victoria Street.

Fairview Road is generally a six-lane, divided roadway, oriented in the north-south direction. Fairview Road borders the project site to the east and currently provides access to the site via Monitor Way, Pirate Way and Arlington Drive. The posted speed limit on Fairview Road is 40 mph. On-street parking is generally not permitted along this roadway in the vicinity of the project. Traffic signals control the study intersections of Fairview Road at South Coast Drive, the I-405 NB Ramps, the I-405 SB Ramps, Baker Street, Adams Avenue/El Camino Drive, Monitor Way, Pirate Way/Mustang Way, Arlington Drive, Merrimac Way and Fair Drive.

Adams Avenue is a six-lane, divided roadway between Placentia Avenue/Mesa Verde Drive and Pinecreek Drive/S Street and a five-lane, divided roadway between Pinecreek Drive/S Street and Fairview Road, oriented in the east-west direction. Adams Avenue borders the project site to the north and currently provides access to the site via S Street. Access to the recycling center is also provided via one inbound only driveway and one outbound only driveway along Adams Avenue. The posted speed limit on Adams Avenue is 40 mph. On-street parking is generally not permitted along this roadway between Placentia Avenue/Mesa Verde Drive and Pinecreek Drive/S Street. Between Pinecreek Drive/S Street and Fairview Road, on-street parking is permitted on the north side of the street and not permitted on the south side of the street. Traffic signals control the study intersections of Adams Avenue at Placentia Avenue/Mesa Verde Drive, Harbor Boulevard, Pinecreek Drive/S Street and Fairview Road.

Merrimac Way is generally a four-lane, divided roadway, oriented in the east-west direction. Merrimac Way borders the project site to the south and currently provides access to the site via eight unsignalized driveways. The posted speed limit on Merrimac Way is 35 mph. On-street parking is generally not permitted along this roadway in the vicinity of the project. Traffic signals control the study intersections of Merrimac Way at Harbor Boulevard and Fairview Road.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections. Please note that this figure, as well as all other subsequent figures contain an “A sheet” and a “B sheet”.

3.2 Existing Traffic Volumes

Thirty-five (35) key study intersections (including one proposed project driveway along Adams Avenue in the vicinity of the proposed student housing component), have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the project. Existing AM peak hour and PM peak hour traffic volumes for the key study intersections evaluated in this report were obtained from manual turning movement counts conducted by Transportation Studies Inc. in October 2013, November 2013, January 2015 and February 2015. Since the campus driveways/access points are included in the list of intersections where traffic data was collected, the traffic data at these locations was utilized to establish the existing daily, AM Peak hour and PM peak hour trip generation for the campus. The existing trip generation represents an existing baseline enrollment of 21,410 students. Traffic counts/observations were also conducted at the existing recycling center in February 2014 to help establish the recycling centers existing daily, AM peak hour and PM peak hour trip generation.

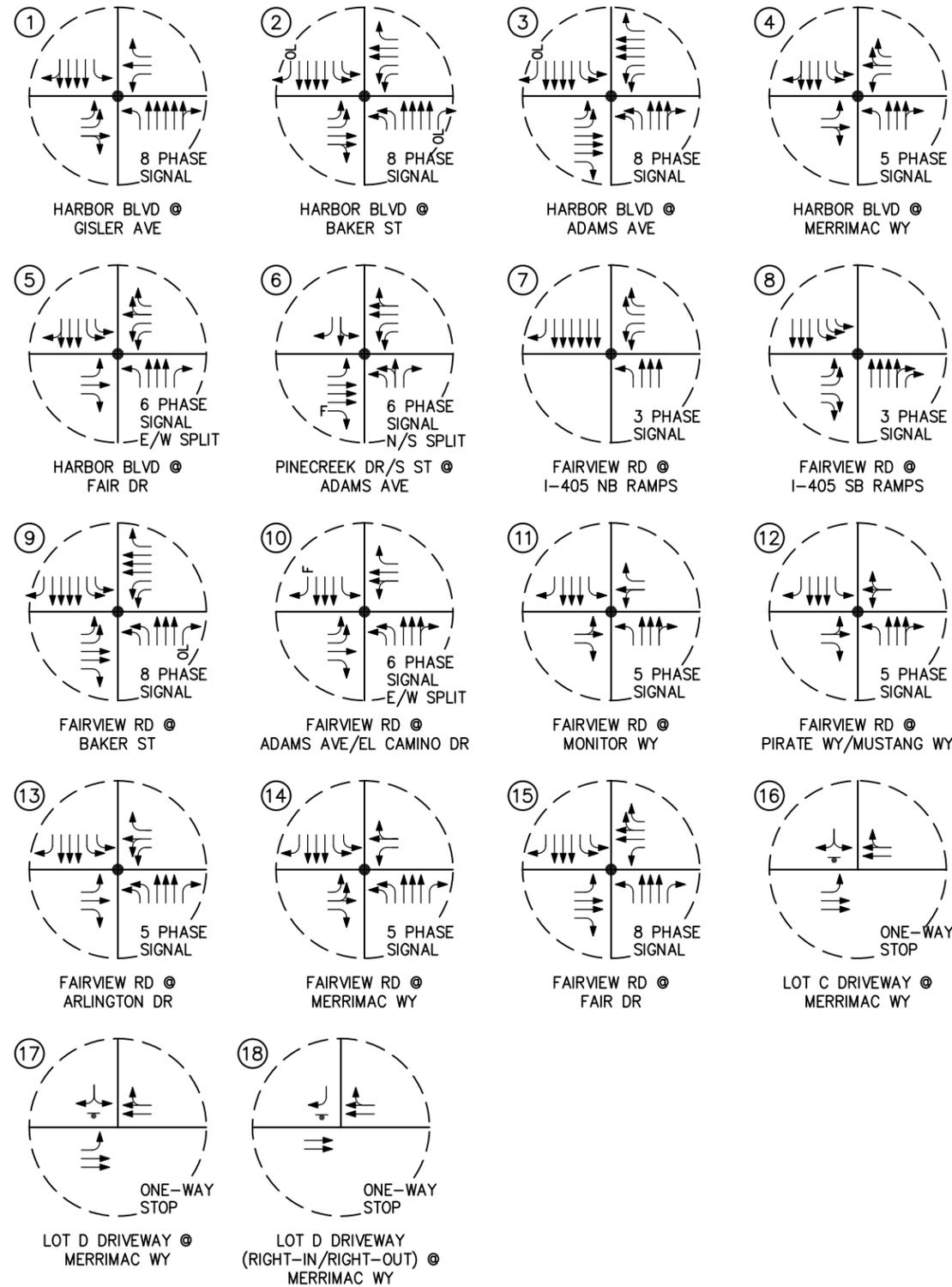
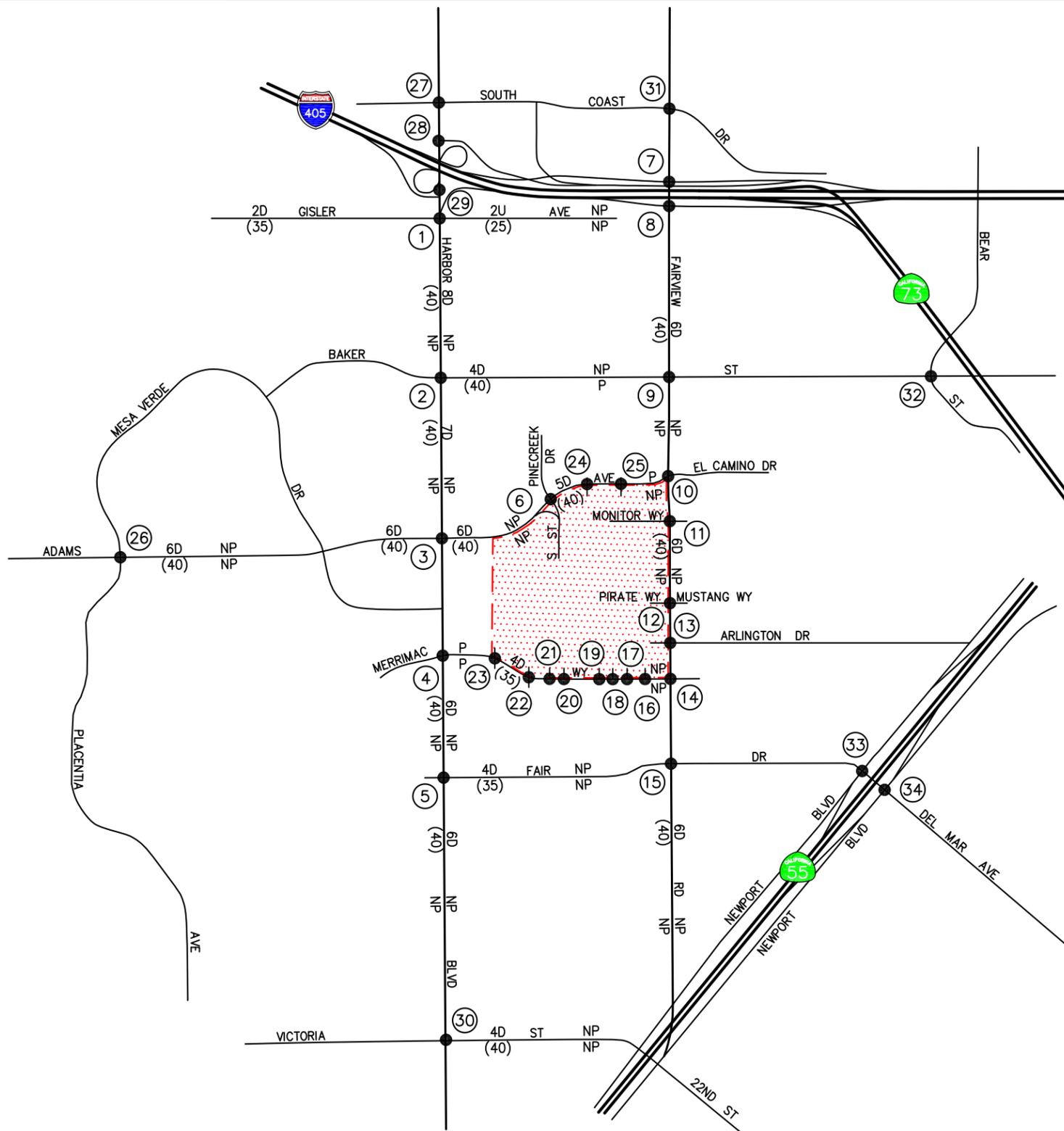
Figures 3-2 and **3-3** illustrate the existing AM and PM peak hour traffic volumes at the key study intersections evaluated in this report, respectively. **Appendix A** contains the detailed peak hour count sheets for the key intersections evaluated in this report and contains a summary of the existing daily, AM peak hour and PM peak hour trip generation for the campus. **Appendix A** also contains a summary of the recycling center counts/observations.

3.3 Existing Intersection Conditions

Existing AM and PM peak hour operating conditions for the key study intersections were evaluated using the *Intersection Capacity Utilization (ICU)* methodology for signalized intersections and the methodology outlined in Chapter 17 of the *Highway Capacity Manual 2000 (HCM2000)* for unsignalized intersections.

3.3.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

In conformance with City of Costa Mesa and Orange County CMP requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.



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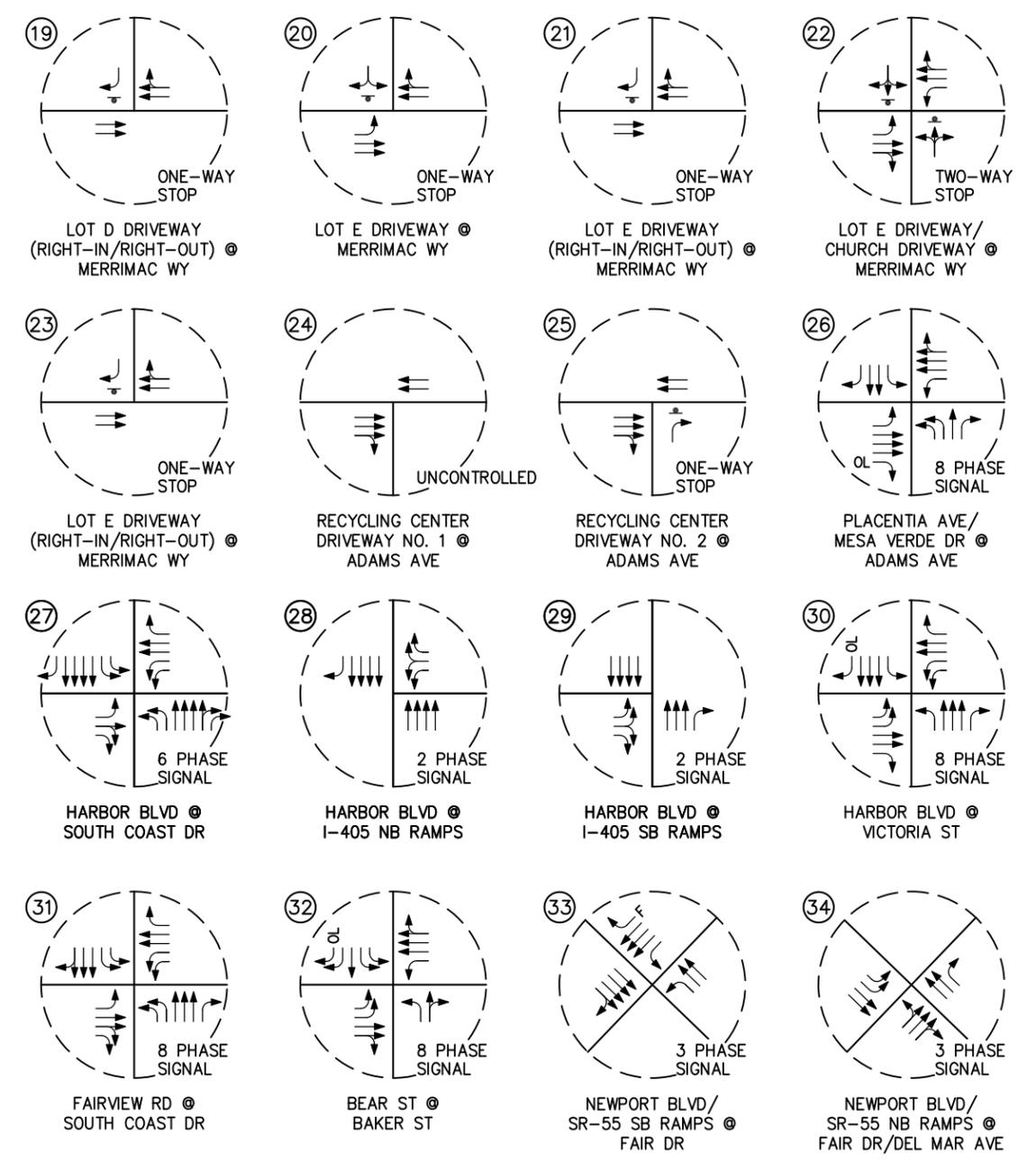
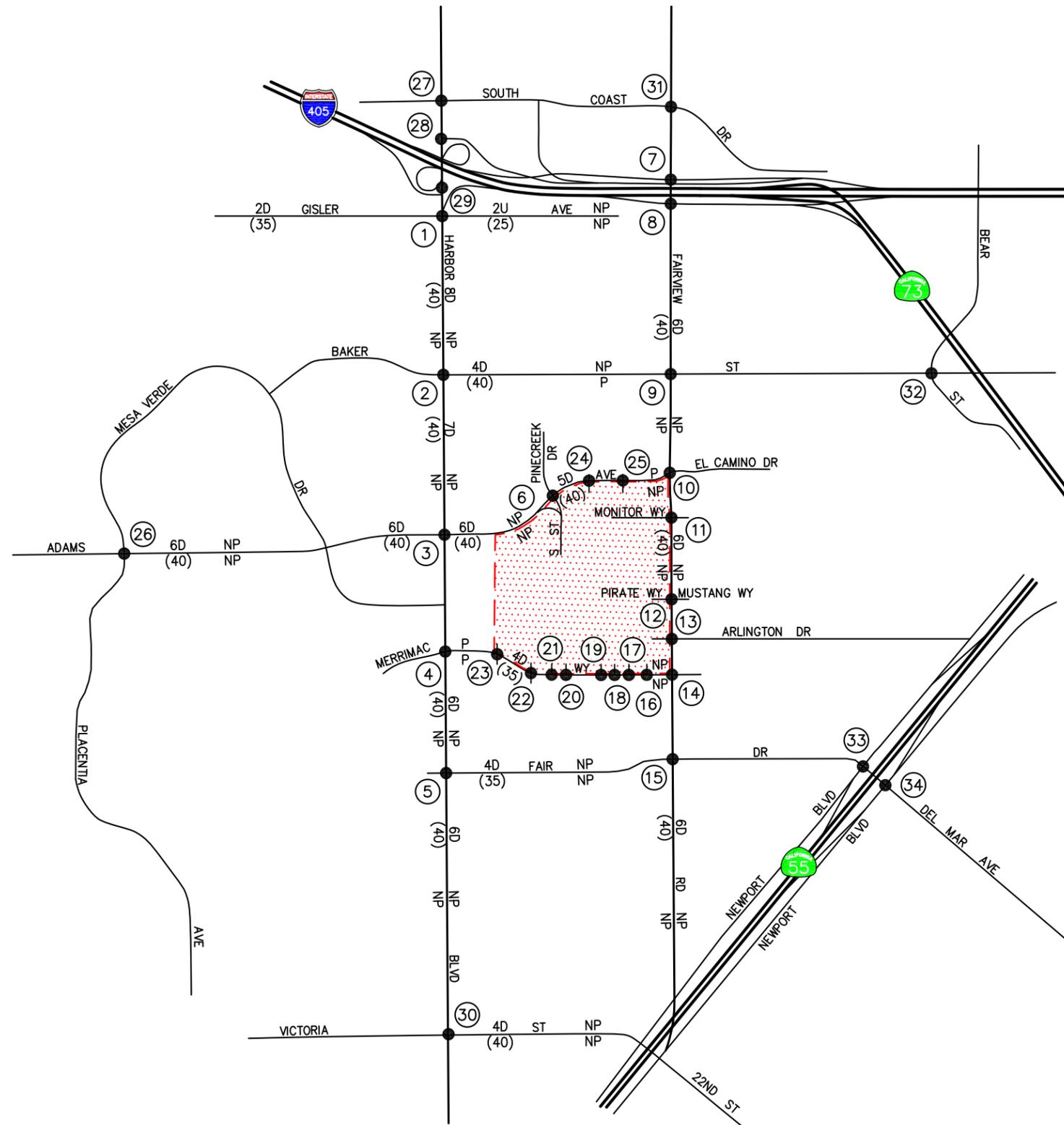
- # = STUDY INTERSECTION
- ← = APPROACH LANE ASSIGNMENT
- = TRAFFIC SIGNAL, ▴ = STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- OL = OVERLAP
- F = FREE-RIGHT
- [Red Hatched Box] = PROJECT SITE

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engineers

FIGURE 3-1A

**EXISTING ROADWAY CONDITIONS
AND INTERSECTION CONTROLS**

ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



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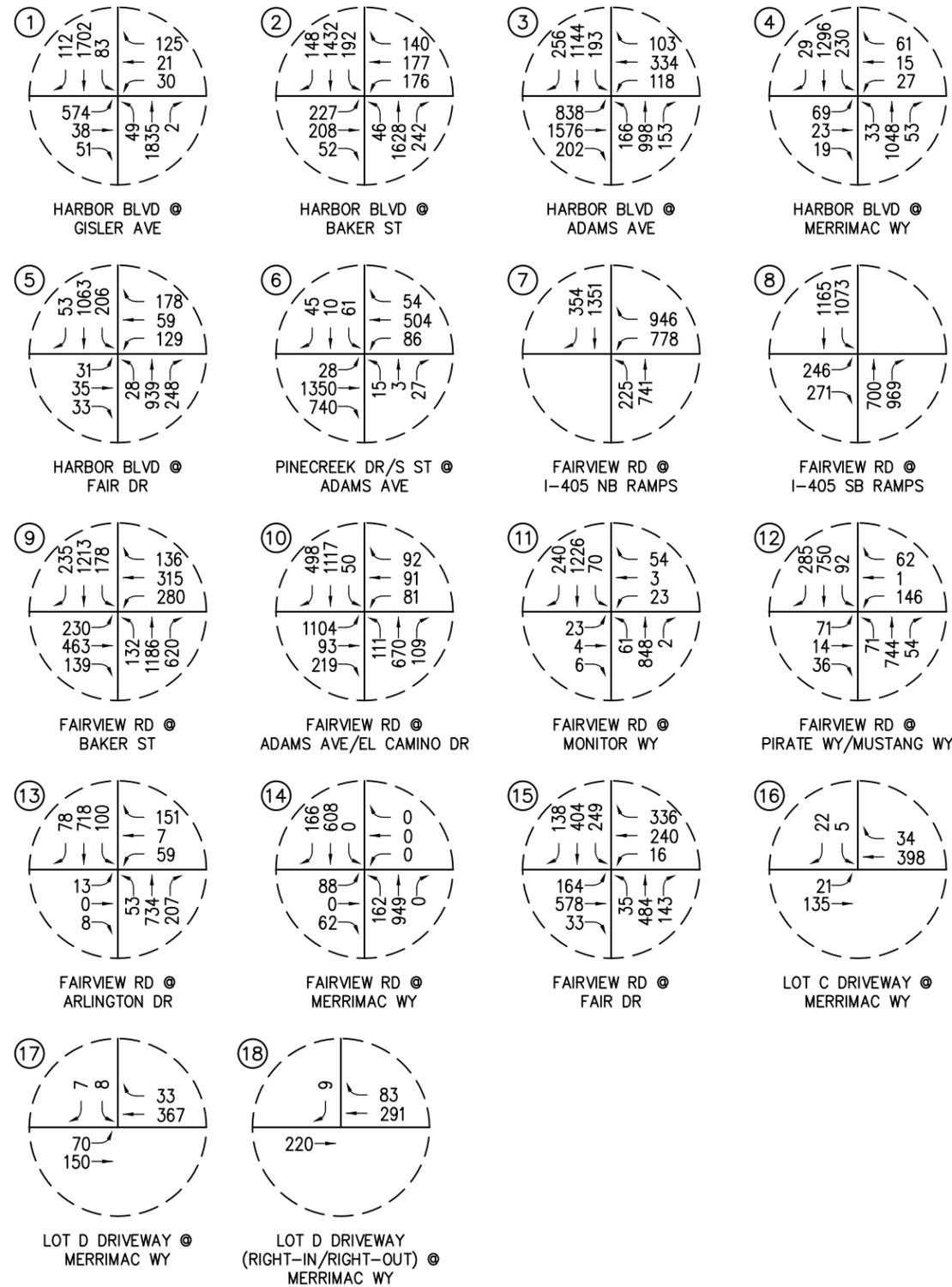
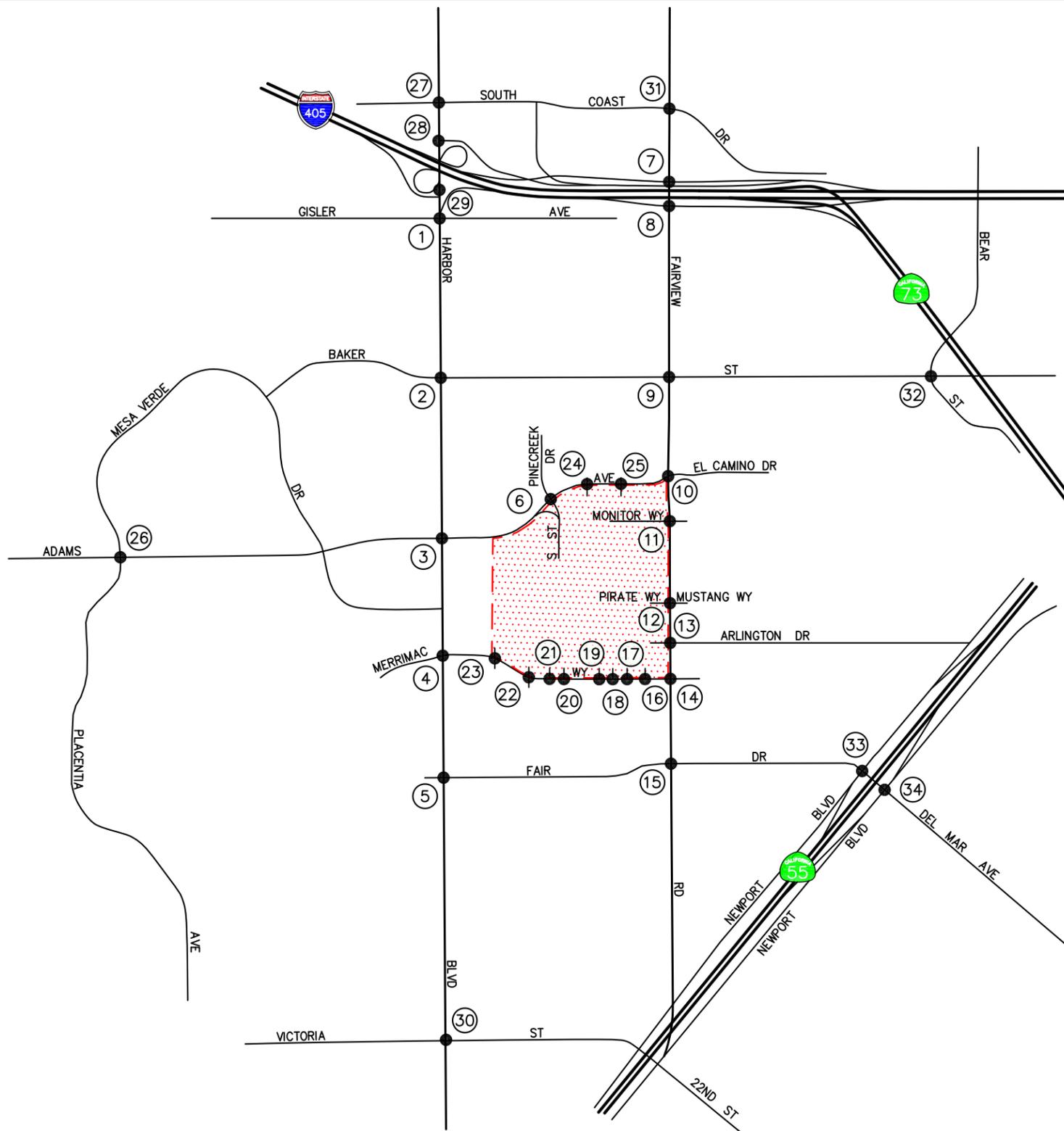
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- # = STUDY INTERSECTION
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- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- OL = OVERLAP
- F = FREE-RIGHT
- [Red Dotted Box] = PROJECT SITE

FIGURE 3-1B

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS





KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

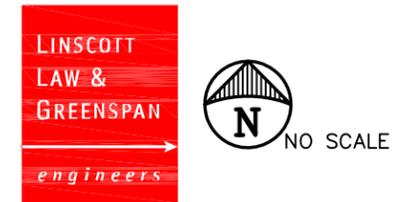
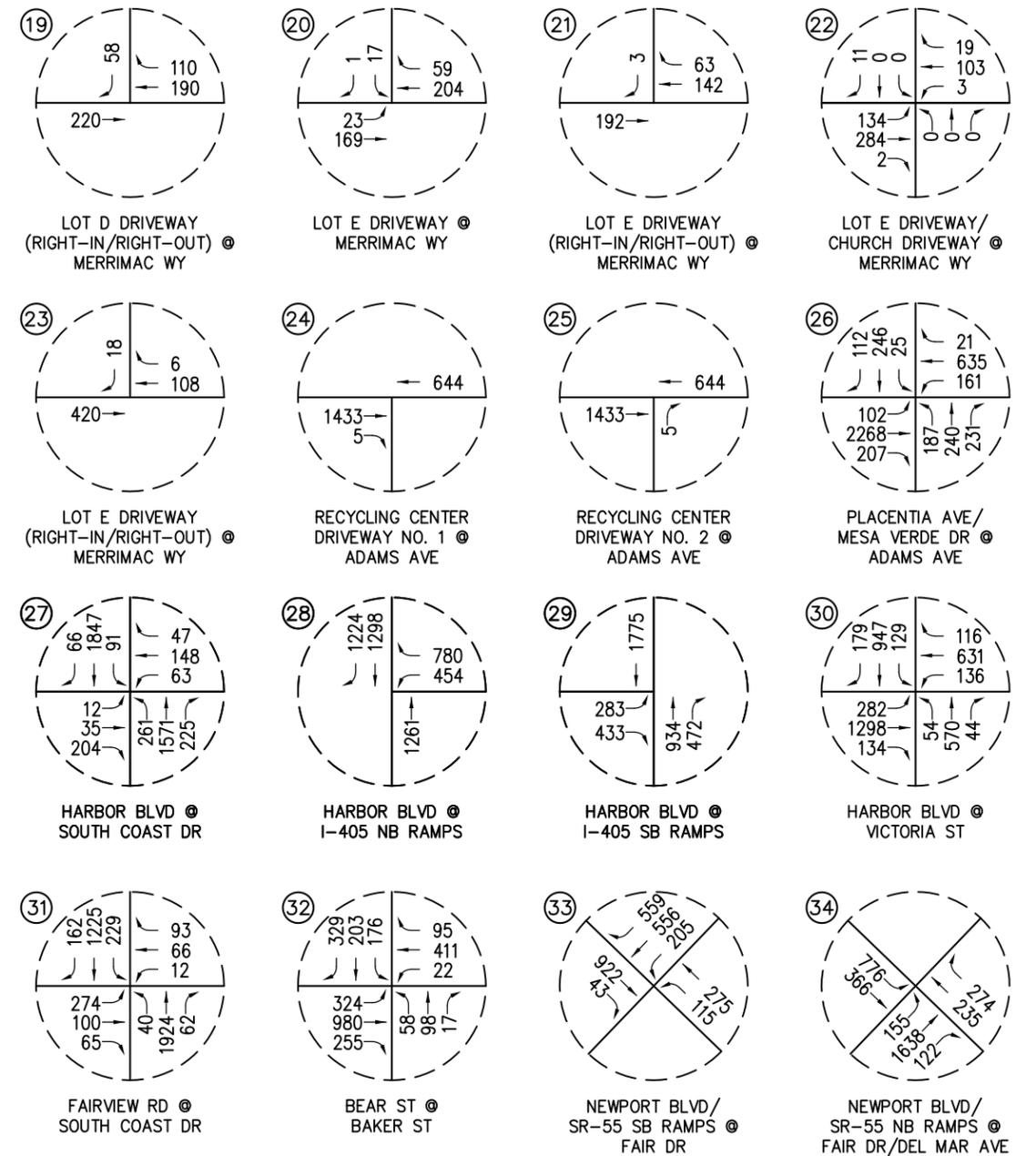
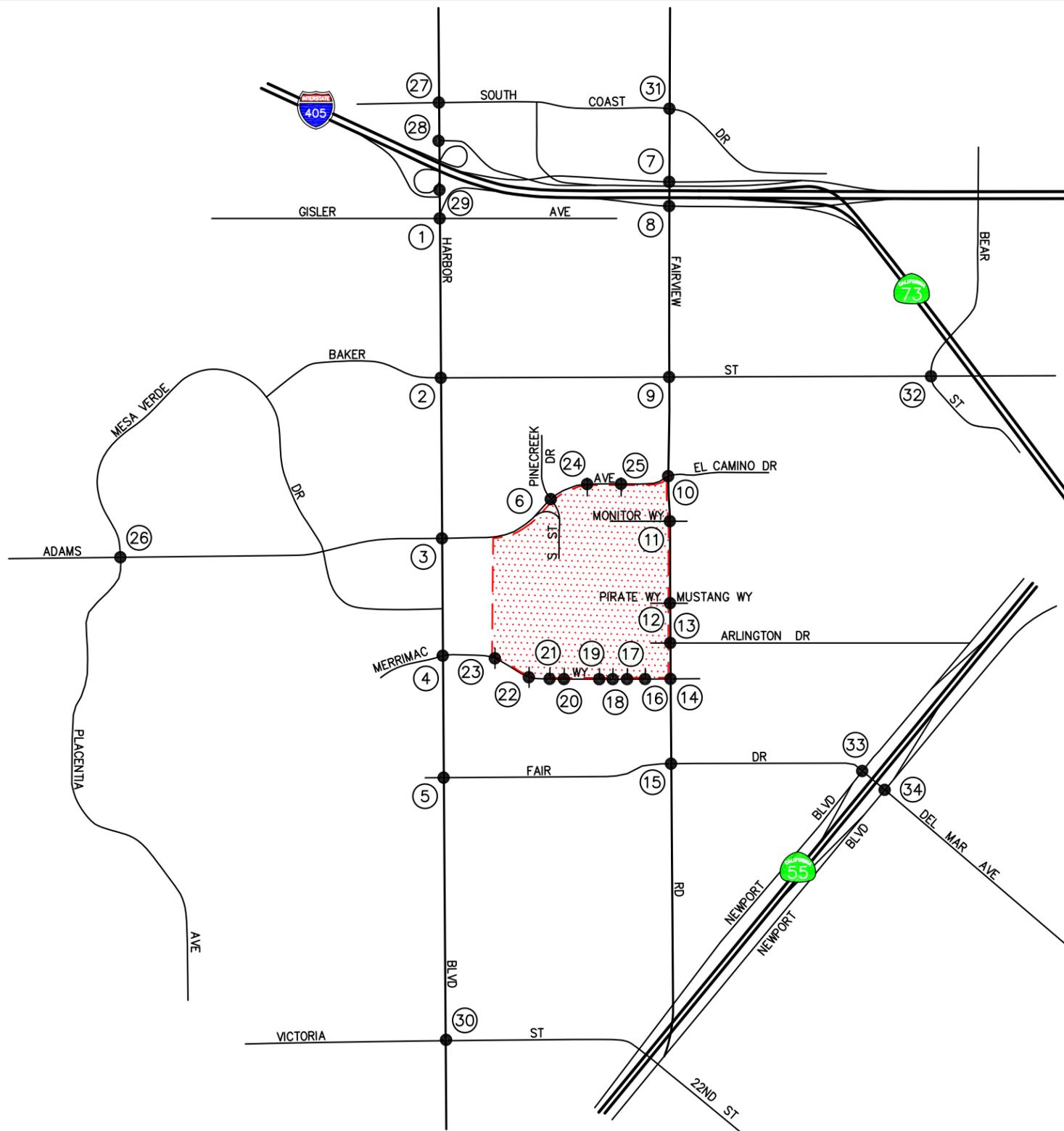


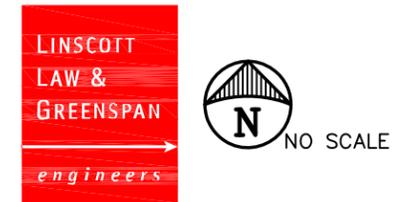
FIGURE 3-2A

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

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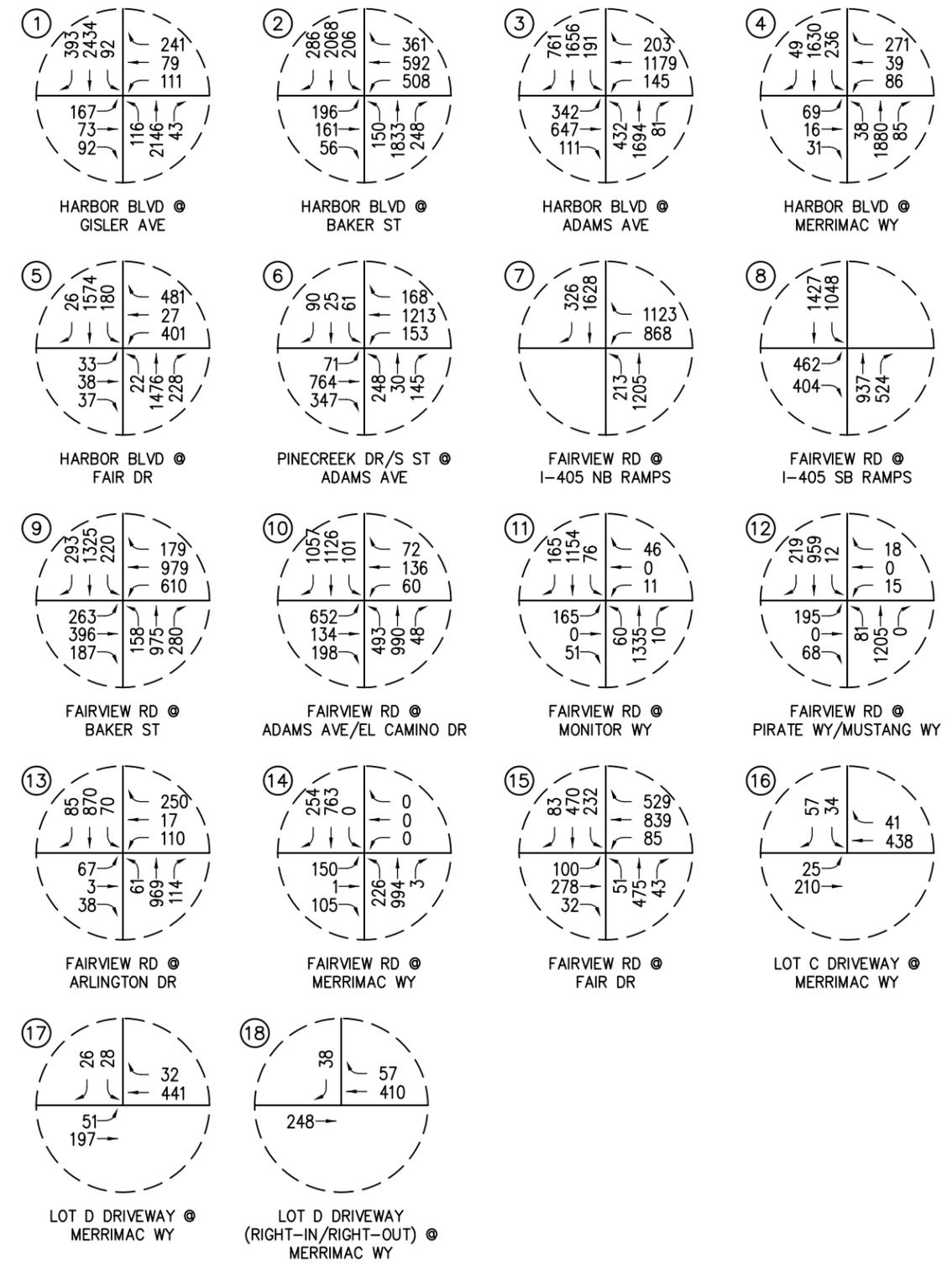
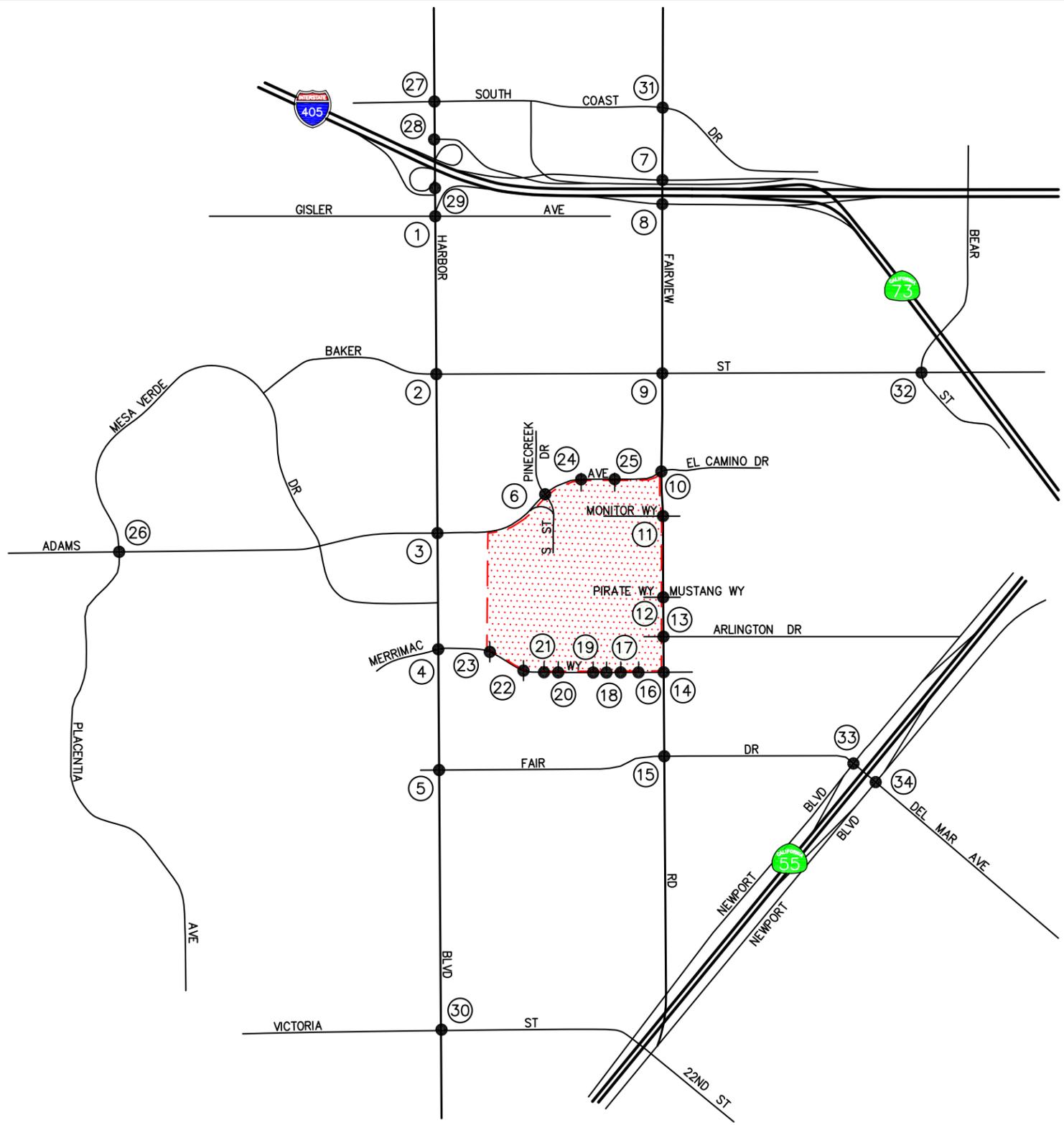
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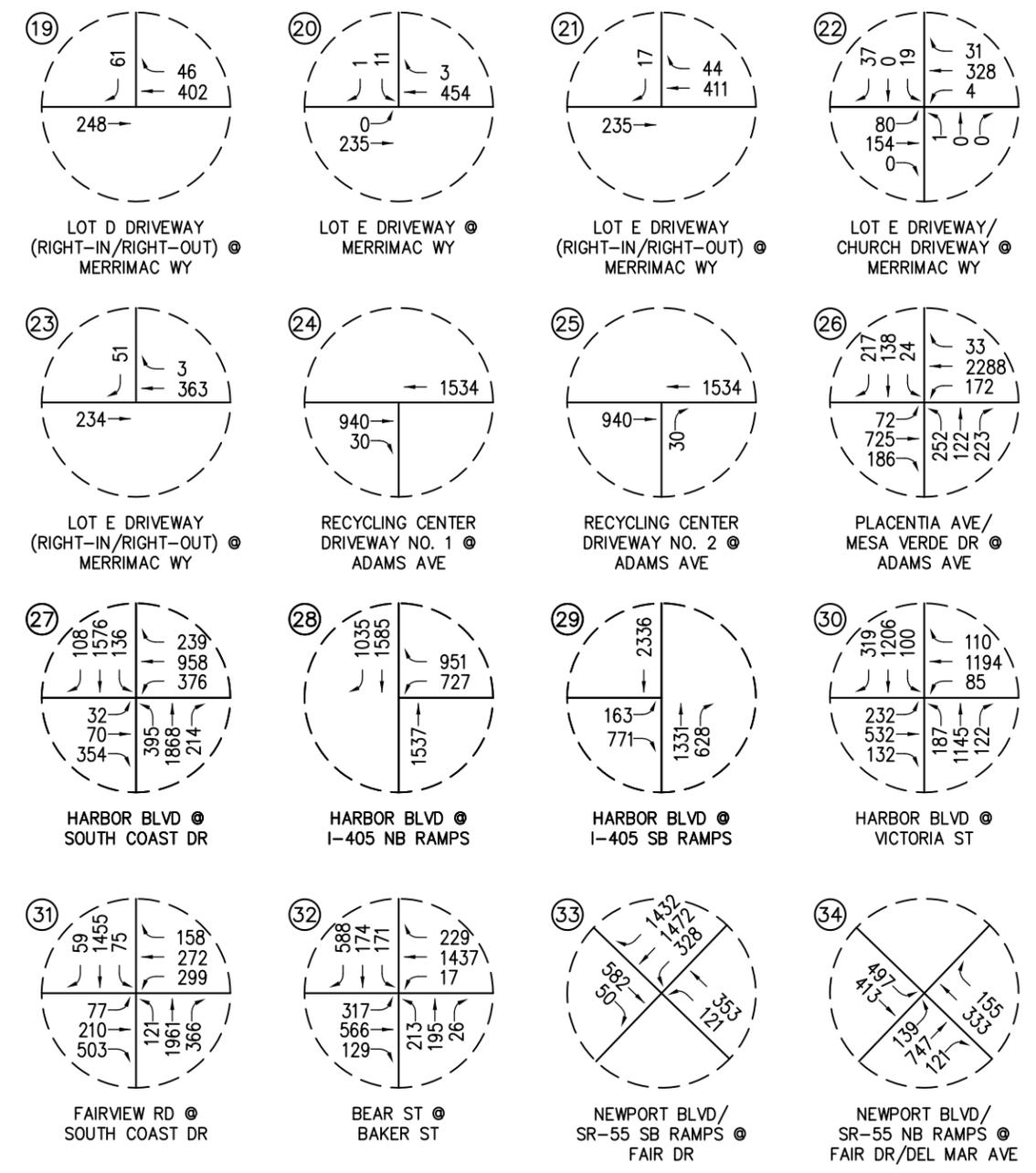
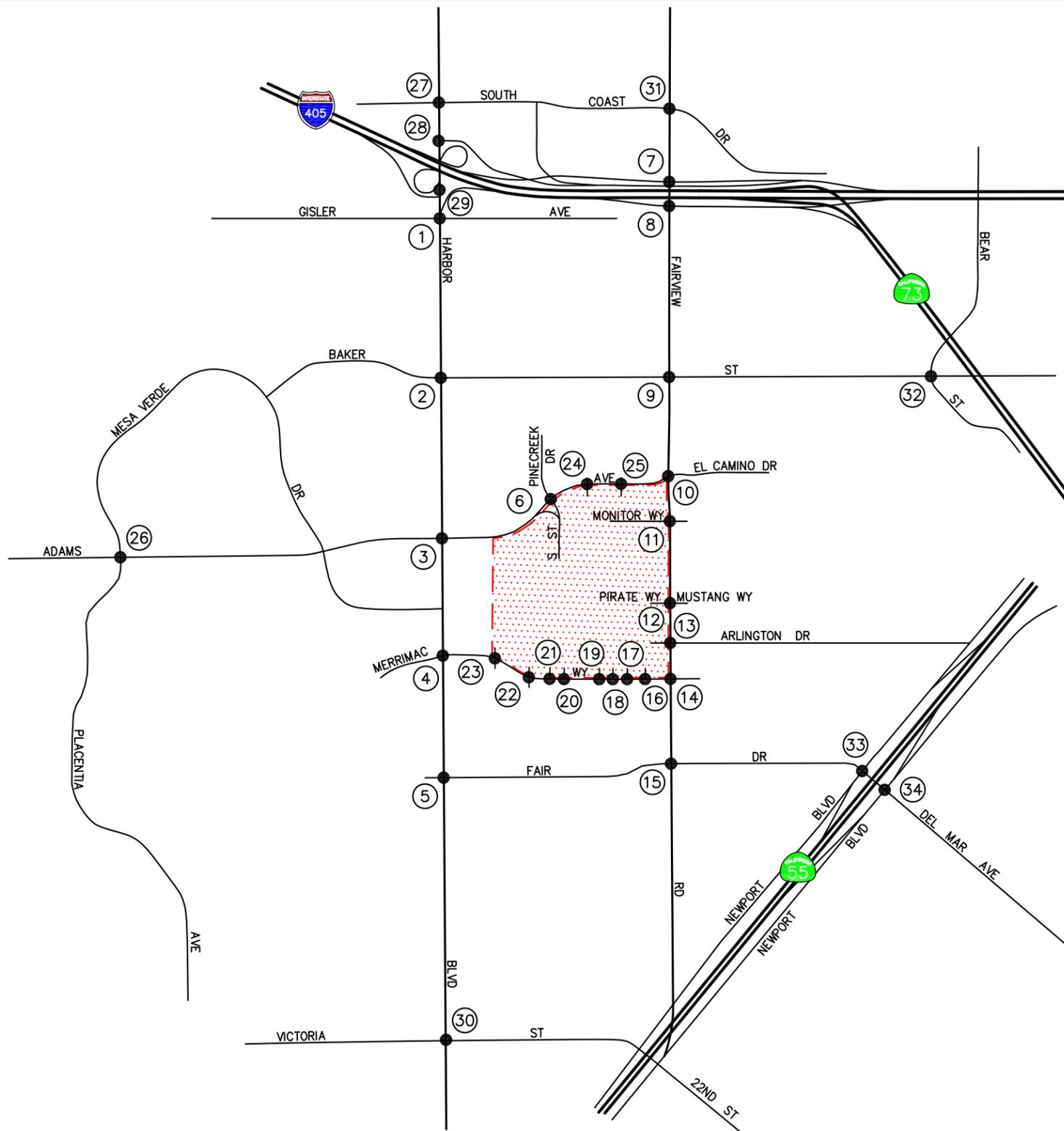


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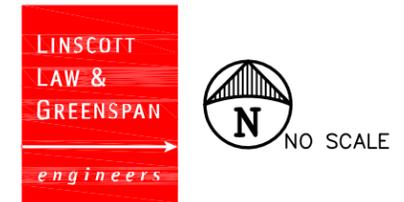
FIGURE 3-2B

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA





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 [Red Dotted Area] = PROJECT SITE

FIGURE 3-3B

EXISTING PM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

Per City of Costa Mesa requirements, the ICU calculations use a lane capacity of 1,600 vph for left-turn lanes, through lanes and right-turn lanes. The City of Costa Mesa does make adjustments for clearance intervals since the assumed lane capacity reflects the effect of lost time.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in *Table 3-1*.

3.3.2 Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)

The 2000 HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in *Table 3-2*.

3.3.3 Level of Service Criteria

According to City of Costa Mesa criteria, LOS D (ICU = 0.801 – 0.900) is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours.

3.4 Existing Level of Service Results

Table 3-3 summarizes the existing peak hour service level calculations for the thirty five (35) key study intersections based on existing traffic volumes and current street geometrics. Review of *Table 3-3* indicates that all key study intersections currently operate at an acceptable service level during the AM and PM peak hours.

It should be noted that *Table 3-3* presents two sets of existing level of service results for the intersection of Harbor Boulevard/Adams Avenue (i.e. without and with recently installed improvements that were identified as part of the Harbor Boulevard/Adams Avenue Intersection Widening Project). As shown in *Table 3-3*, without the recently installed improvements, the intersection of Harbor Boulevard/Adams Avenue operated at LOS B during the AM peak hour and LOS D during the PM peak hour. With the recently installed improvements, the intersection of Harbor Boulevard/Adams Avenue operates at LOS B during the AM peak hour and LOS C during the PM peak hour.

Appendix B presents the ICU/LOS and HCM/LOS calculation worksheets for the key study intersections for the AM peak hour and PM peak hour.

TABLE 3-1
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

TABLE 3-2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS¹

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

¹ Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

TABLE 3-3
EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection		Time Period	Control Type	ICU/HCM	LOS
1.	Harbor Boulevard at Gisler Avenue	AM	8Ø Traffic	0.572	A
		PM	Signal	0.717	C
2.	Harbor Boulevard at Baker Street	AM	8Ø Traffic	0.473	A
		PM	Signal	0.657	B
3.	Harbor Boulevard at Adams Avenue (before 2015) ➤ With Recently Installed Improvements [a]	AM	8Ø Traffic	0.665	B
		PM	Signal	0.856	D
		AM	8Ø Traffic	0.665	B
		PM	Signal	0.746	C
4.	Harbor Boulevard at Merrimac Way	AM	5Ø Traffic	0.368	A
		PM	Signal	0.623	B
5.	Harbor Boulevard at Fair Drive	AM	6Ø Traffic	0.356	A
		PM	Signal	0.546	A
6.	Pinecreek Drive/S Street at Adams Avenue	AM	6Ø Traffic	0.369	A
		PM	Signal	0.623	B
7.	Fairview Road at I-405 NB Ramps	AM	3Ø Traffic	0.658	B
		PM	Signal	0.688	B
8.	Fairview Road at I-405 SB Ramps	AM	3Ø Traffic	0.611	B
		PM	Signal	0.545	A
9.	Fairview Road at Baker Street	AM	8Ø Traffic	0.588	A
		PM	Signal	0.586	A
10.	Fairview Road at Adams Ave/El Camino Dr	AM	6Ø Traffic	0.670	B
		PM	Signal	0.654	B
11.	Fairview Road at Monitor Way	AM	5Ø Traffic	0.342	A
		PM	Signal	0.460	A
12.	Fairview Road at Pirate Way/Mustang Way	AM	5Ø Traffic	0.399	A
		PM	Signal	0.401	A
13.	Fairview Road at Arlington Drive	AM	5Ø Traffic	0.287	A
		PM	Signal	0.422	A

Notes:

- **Bold ICU/LOS** or **HCM/LOS** values indicate adverse service levels based on City of Costa Mesa LOS standards
- sec/veh = seconds per vehicle
- [a] = The recently installed improvements identified as part of the Harbor Boulevard/Adams Avenue Intersection Widening Project consist of a second southbound right-turn lane and a third eastbound left-turn lane.

TABLE 3-3 (CONTINUED)
EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	Control Type	ICU/HCM	LOS
14. Fairview Road at Merrimac Way	AM	5Ø Traffic	0.236	A
	PM	Signal	0.295	A
15. Fairview Road at Fair Drive	AM	8Ø Traffic	0.401	A
	PM	Signal	0.519	A
16. Lot C Driveway at Merrimac Way	AM	One-Way	10.4 sec/veh	B
	PM	Stop	12.6 sec/veh	B
17. Lot D Driveway at Merrimac Way	AM	One-Way	12.1 sec/veh	B
	PM	Stop	13.3 sec/veh	B
18. Lot D Dwy (Right-In/Out Only) at Merrimac Way	AM	One-Way	9.5 sec/veh	A
	PM	Stop	10.0 sec/veh	A
19. Lot D Dwy (Right-In/Out Only) at Merrimac Way	AM	One-Way	9.5 sec/veh	A
	PM	Stop	10.1 sec/veh	B
20. Lot E Driveway at Merrimac Way	AM	One-Way	11.2 sec/veh	B
	PM	Stop	13.2 sec/veh	B
21. Lot E Dwy (Right-In/Out Only) at Merrimac Way	AM	One-Way	8.9 sec/veh	A
	PM	Stop	9.8 sec/veh	A
22. Lot E Dwy/Church Dwy at Merrimac Way	AM	Two-Way	8.7 sec/veh	A
	PM	Stop	13.9 sec/veh	B
23. Lot E Dwy (Right-In/Out Only) at Merrimac Way	AM	One-Way	8.7 sec/veh	A
	PM	Stop	9.7 sec/veh	A
24. Recycling Center Dwy No. 1 at Adams Avenue	AM	Uncontrolled	0.0 sec/veh	A
	PM		0.0 sec/veh	A
25. Recycling Center Dwy No. 2 at Adams Avenue	AM	One-Way	12.0 sec/veh	B
	PM	Stop	10.6 sec/veh	B

Notes:

- **Bold ICU/LOS or HCM/LOS** values indicate adverse service levels based on City of Costa Mesa LOS standards
- sec/veh = seconds per vehicle

TABLE 3-3 (CONTINUED)
EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection		Time Period	Control Type	ICU/HCM	LOS
26.	Mesa Verde Dr/Placentia Ave at Adams Avenue	AM	8Ø Traffic	0.739	C
		PM	Signal	0.743	C
27.	Harbor Boulevard at South Coast Drive	AM	6Ø Traffic	0.465	A
		PM	Signal	0.669	B
28.	Harbor Boulevard at I-405 NB Ramps	AM	2Ø Traffic	0.460	A
		PM	Signal	0.597	A
29.	Harbor Boulevard at I-405 SB Ramps	AM	2Ø Traffic	0.427	A
		PM	Signal	0.606	B
30.	Harbor Boulevard at Victoria Street	AM	8Ø Traffic	0.679	B
		PM	Signal	0.814	D
31.	Fairview Road at South Coast Drive	AM	8Ø Traffic	0.702	C
		PM	Signal	0.683	B
32.	Bear Street at Baker Street	AM	8Ø Traffic	0.563	A
		PM	Signal	0.688	B
33.	Newport Blvd/SR-55 SB Ramps at Fair Drive	AM	3Ø Traffic	0.351	A
		PM	Signal	0.481	A
34.	Newport Blvd/SR-55 NB Ramps at Fair Drive/Del Mar Avenue	AM	3Ø Traffic	0.813	D
		PM	Signal	0.469	A
35.	Project Dwy (near proposed student housing component) at Adams Ave	AM	One-Way	---	---
		PM	Stop [a]	---	---

Notes:

- **Bold ICU/LOS** or **HCM/LOS** values indicate adverse service levels based on City of Costa Mesa LOS standards
- sec/veh = seconds per vehicle
- [a] = future intersection

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are typically found in the 9th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the four components of the proposed Project (i.e. student growth, student housing, mixed use development and recycling center expansion). As shown, the trip generation potential of the student growth project component was estimated using the empirical rates developed from the existing driveway counts for an existing baseline enrollment of 21,410 students (refer to *Appendix A* and the footnotes within *Table 5-1* for specific details on the development of the trip rates). The trip generation potential of the mixed use development project component was estimated using ITE Land Use 710: General Office Building trip rates and ITE Land Use 820: Shopping Center trip equations.

For the student housing project component, ITE Land Use 220: Apartment trip rates were considered, however they were deemed not applicable to the proposed student housing project component, as use of apartment trip rates would significantly overstate the project trips. Based on our understanding of the project description, the proposed student housing project will function similar to that of a college dormitory or an on-campus apartment and will only be available to students attending Orange Coast College. Residents of the student housing project component would be located on campus and therefore trips associated with any school activities would likely be walk-based trips. The only trips that need to be accounted for with this project component would be non-school related trips (i.e. student work trips, etc.). To develop the non-school related trips associated with the student housing project component, student housing empirical rates developed as part of the *Chapman University Residence Center Project Traffic Impact Study*, prepared by LLG Irvine (March 2007) were utilized. The *Chapman University Residence Center* rates are deemed more appropriate for use as they fit the description of the proposed student housing project and will correctly forecast the non-school related trips.

The trip generation potential of the recycling center expansion project component will be based on the existing daily and peak hour trip generation data collected at the existing facility, with a multiplier applied to the existing data to account for the trips associated with the expanded facility. Based on information provided by campus staff, at completion of the proposed recycling center expansion, it is expected that the site would collect triple the amount of waste that is currently collected at the existing facility, thus resulting in triple the amount of visitors to the expanded site. Therefore, a multiplier of 3 will be utilized to account for the trips associated with the expanded facility.

TABLE 5-1
PROJECT TRAFFIC GENERATION RATES²

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Student Growth</u>							
▪ OCC Empirical Rate (TE/Student) ³	1.271	0.107	0.018	0.125	0.076	0.065	0.141
<u>Mixed Use Development</u>							
▪ 710: General Office Building (TE/1,000 SF)	11.03	1.37	0.19	1.56	0.25	1.24	1.49
▪ 820: Shopping Center (TE/1,000 SF) ⁴	131.93	2.00	1.27	3.27	5.40	5.80	11.20
<u>Student Housing</u>							
▪ Student Housing Empirical Rate (TE/Bed) ⁵	2.38	0.04	0.03	0.07	0.06	0.09	0.15
<u>Recycling Center Expansion</u>							
▪ Existing Recycling Center Trip Generation ⁶	494	5	5	10	30	30	60
➤ Proposed Expansion (3 Times Existing Trips)							

² Unless otherwise noted, Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

³ The trip generation rates for the student growth project component were developed based on existing daily, AM peak hour and PM peak hour traffic counts collected at the Orange Coast College driveways in October 2013. The traffic counts revealed that on a typical weekday, the Orange Coast College campus generates 27,203 daily trips, 2,669 AM peak hour trips (2,290 inbound, 379 outbound) and 3,016 PM peak hour trips (1,626 inbound, 1,390 outbound). The aforementioned trips were then divided by the existing number of students (i.e. 21,410 students) to determine the daily, AM peak hour and PM peak hour rates per student.

⁴ The trip generation rates are based on the following equations.

- Daily: $LN(T) = 0.65 LN(X) + 5.83$; 50% Enter and 50% Exit
- AM Peak Hour: $LN(T) = 0.61 LN(X) + 2.24$; 62% Enter and 38% Exit
- PM Peak Hour: $LN(T) = 0.67 LN(X) + 3.31$, 48% Enter and 52% Exit

⁵ Source: *Chapman University Residence Center Project Traffic Impact Study*, prepared by LLG Irvine (March 2007).

⁶ Source: Traffic counts/observations conducted at the existing recycling center in February 2014.

Table 5-2 presents the proposed Project's forecast peak hour and daily traffic volumes. Review of the upper portion of *Table 5-2* shows that the student growth component of the proposed project (i.e. net increase of 6,922 students) is forecast to generate 8,798 daily trips, with 865 trips forecast during the AM peak hour and 976 trips forecast during the PM peak hour. The student housing component of the proposed project (i.e. 818 beds) is forecast to generate 1,947 daily trips, with 58 trips forecast during the AM peak hour and 123 trips forecast during the PM peak hour.

Review of the middle portion of *Table 5-2* shows that the mixed use development component of the proposed project (i.e. 89,000 SF conference/education office space and 15,000 SF shopping center) is forecast to generate 2,763 daily trips, with 188 trips forecast during the AM peak hour and 284 trips forecast during the PM peak hour. Please note that the aforementioned trip generation includes adjustments for pass-by for trips that come directly from the everyday traffic stream on the adjoining streets (i.e. Fairview Road and Merrimac Way). The factors used in this report, which are summarized in the footnotes of *Table 5-2*, are based on information published in the *Trip Generation Handbook*, published by ITE (2014). Per the *Trip Generation Handbook*, a pass-by reduction factor of 34% is recommended for the PM peak hour for shopping center land uses. However, to provide a conservative analysis and remain consistent with City of Costa Mesa requirements, 10% was utilized for the PM peak hour. The daily pass-by percentage was estimated to be 10%, consistent with City of Costa Mesa requirements.

Review of the lower portion of *Table 5-2* shows that the recycling center expansion component of the proposed project is forecast to generate 988 net daily trips, with 20 net trips forecast during the AM peak hour and 120 net trips forecast during the PM peak hour. It should be noted that only the net project trips are evaluated because the recycling center is currently generating traffic and those existing trips are already accounted for in the existing traffic counts.

Overall, as shown at the bottom of *Table 5-2*, the proposed Project is forecast to generate approximately 14,496 daily trips, with 1,131 trips (936 inbound, 195 outbound) produced in the AM peak hour and 1,503 trips (731 inbound, 772 outbound) produced in the PM peak hour on a typical weekday.

5.2 Project Traffic Distribution and Assignment

Figures 5-1, 5-2, 5-3 and 5-4 present the traffic distribution patterns for the student growth project component, the student housing project component, the mixed-use development project component and the recycling center expansion project component, respectively. Project traffic volumes both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Harbor Boulevard, Fairview Road, I-405 Freeway, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- review of existing peak hour traffic volumes and
- ingress/egress availability at the project site.

TABLE 5-2
PROJECT TRAFFIC GENERATION FORECAST

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Student Growth</u>							
▪ Net Increase 6,922 Students	8,798	741	124	865	526	450	976
<u>Student Housing</u>							
▪ Student Housing – 818 Beds	1,947	33	25	58	49	74	123
<u>Mixed Use Development</u>							
▪ 89,000 SF Conference/Education Office Space	982	122	17	139	23	110	133
▪ 15,000 SF Shopping Center	1,979	30	19	49	81	87	168
Pass-By Reduction ⁷	<u>-198</u>	==	==	==	<u>-8</u>	<u>-9</u>	<u>-17</u>
Subtotal	1,781	30	19	49	73	78	151
Total Mixed Use Development	2,763	152	36	188	96	188	284
<u>Recycling Center Expansion</u>							
▪ Existing Recycling Center Trip Generation	494	5	5	10	30	30	60
▪ With Proposed Expansion Project (3 Times Existing Trips) ⁸	1,482	15	15	30	90	90	180
Total Net Recycling Center Expansion Trips (Proposed Minus Existing)	988	10	10	20	60	60	120
Total Trip Generation Potential	14,496	936	195	1,131	731	772	1,503

⁷ Pass-by trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets (i.e. Fairview Road and Merrimac Way), which contain direct access to the generator. Although the *Trip Generation Handbook* recommends a PM peak hour pass-by percentage of 34%, 10% was utilized for the PM peak hour consistent with City of Costa Mesa requirements and to provide a conservative analysis. The daily peak hour pass-by percentage was estimated to be 10%, consistent with City of Costa Mesa requirements.

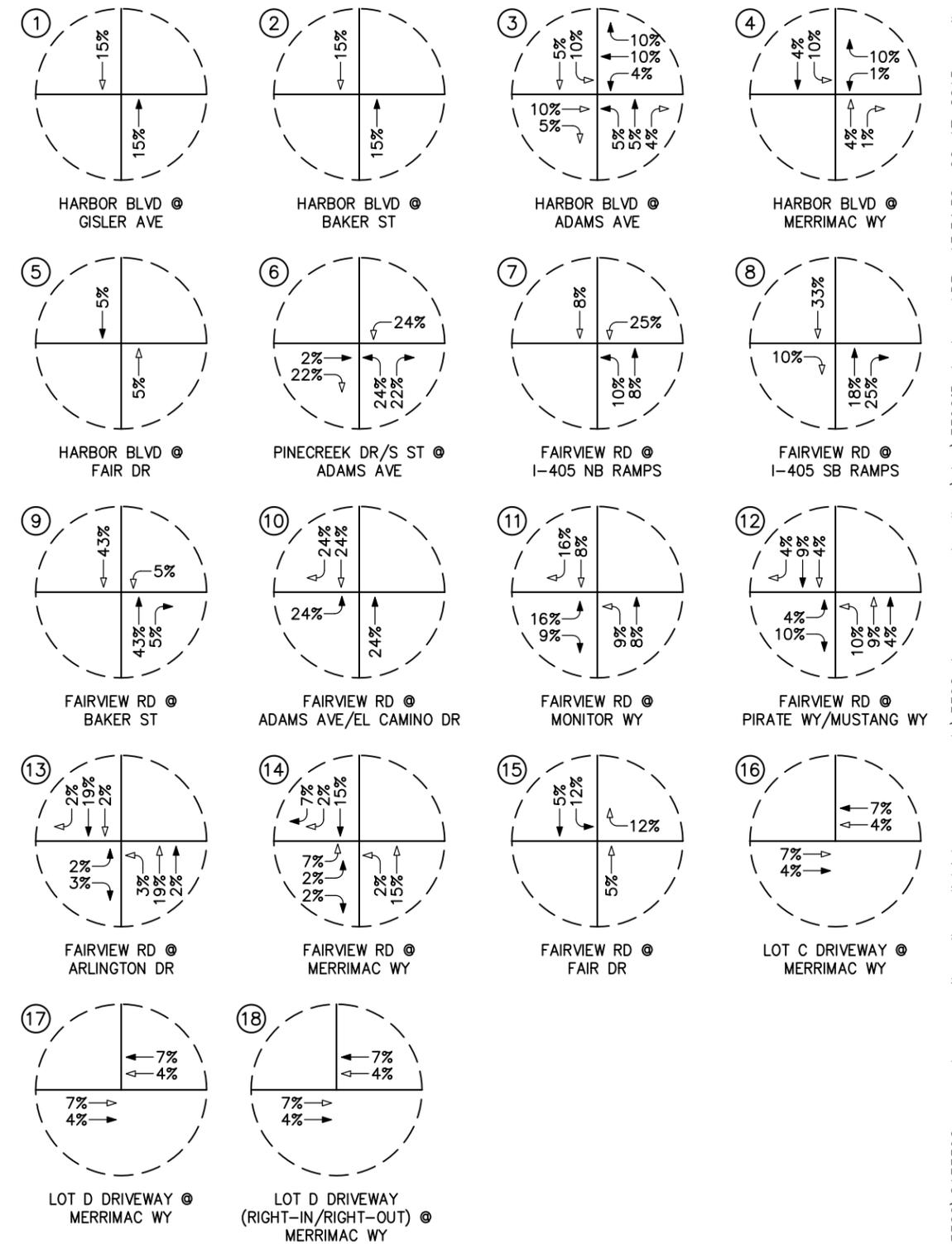
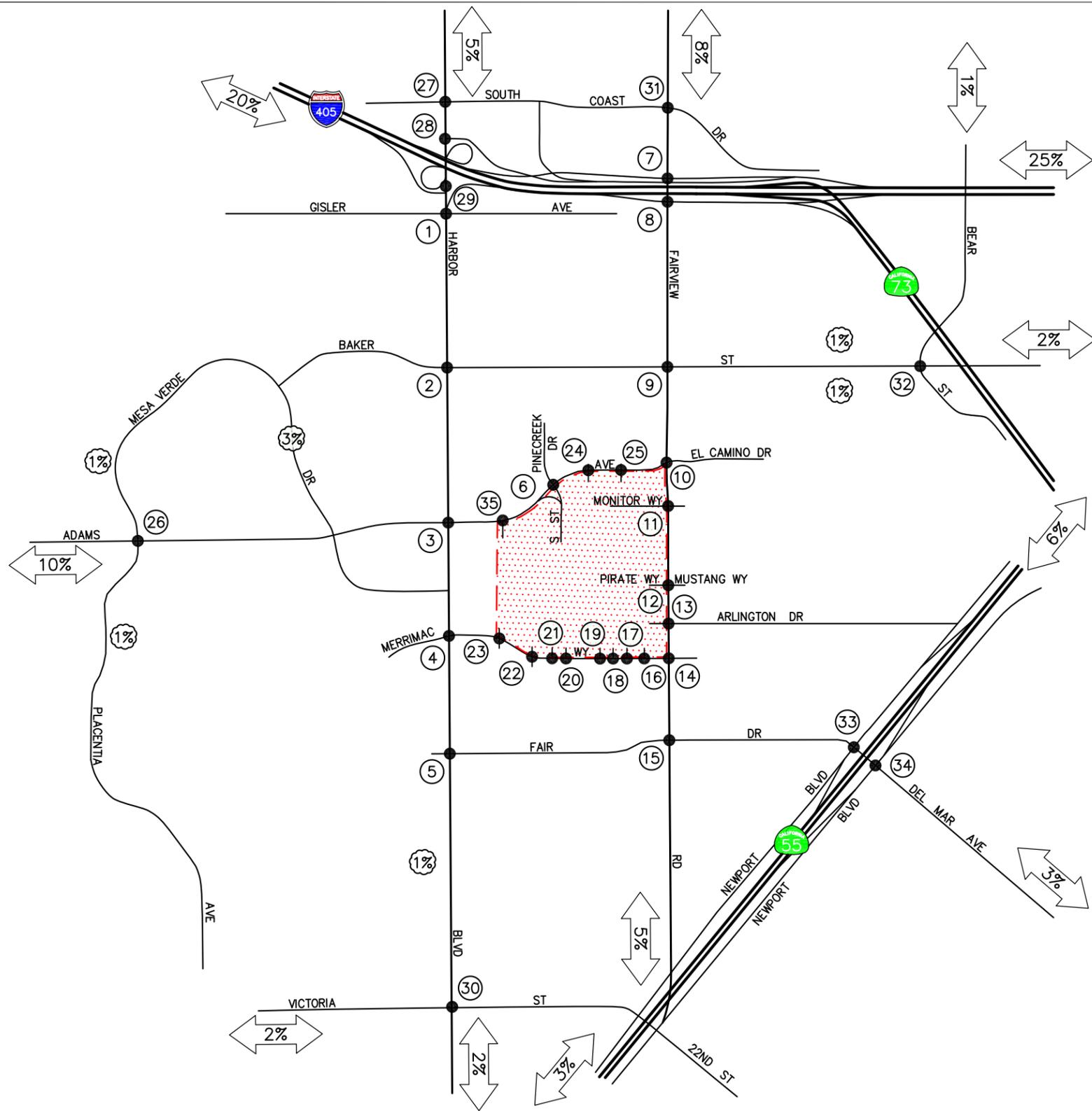
⁸ At completion of the proposed recycling center expansion, it is expected that the site would collect triple the amount of waste that is currently collected at the existing facility, thus resulting in triple the amount of visitors to the expanded site.

The anticipated AM and PM peak hour project traffic volumes associated with the Project are presented in *Figures 5-5* and *5-6*, respectively. The traffic volume assignments presented in *Figures 5-5* and *5-6* reflect the traffic distribution characteristics shown in *Figures 5-1, 5-2, 5-3* and *5-4* and the traffic generation forecast presented in *Table 5-2*.

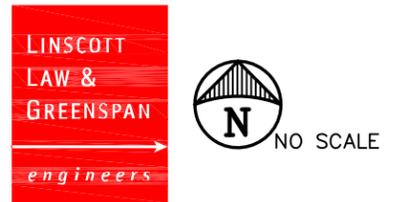
5.3 Existing Plus Project Traffic Conditions

The existing plus project traffic conditions have been generated based upon existing conditions and the estimated project traffic. These forecast traffic conditions have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines, which require that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figures 5-7 and *5-8* present projected AM and PM peak hour traffic volumes at the thirty five (35) key study locations (“intersections”) with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively.

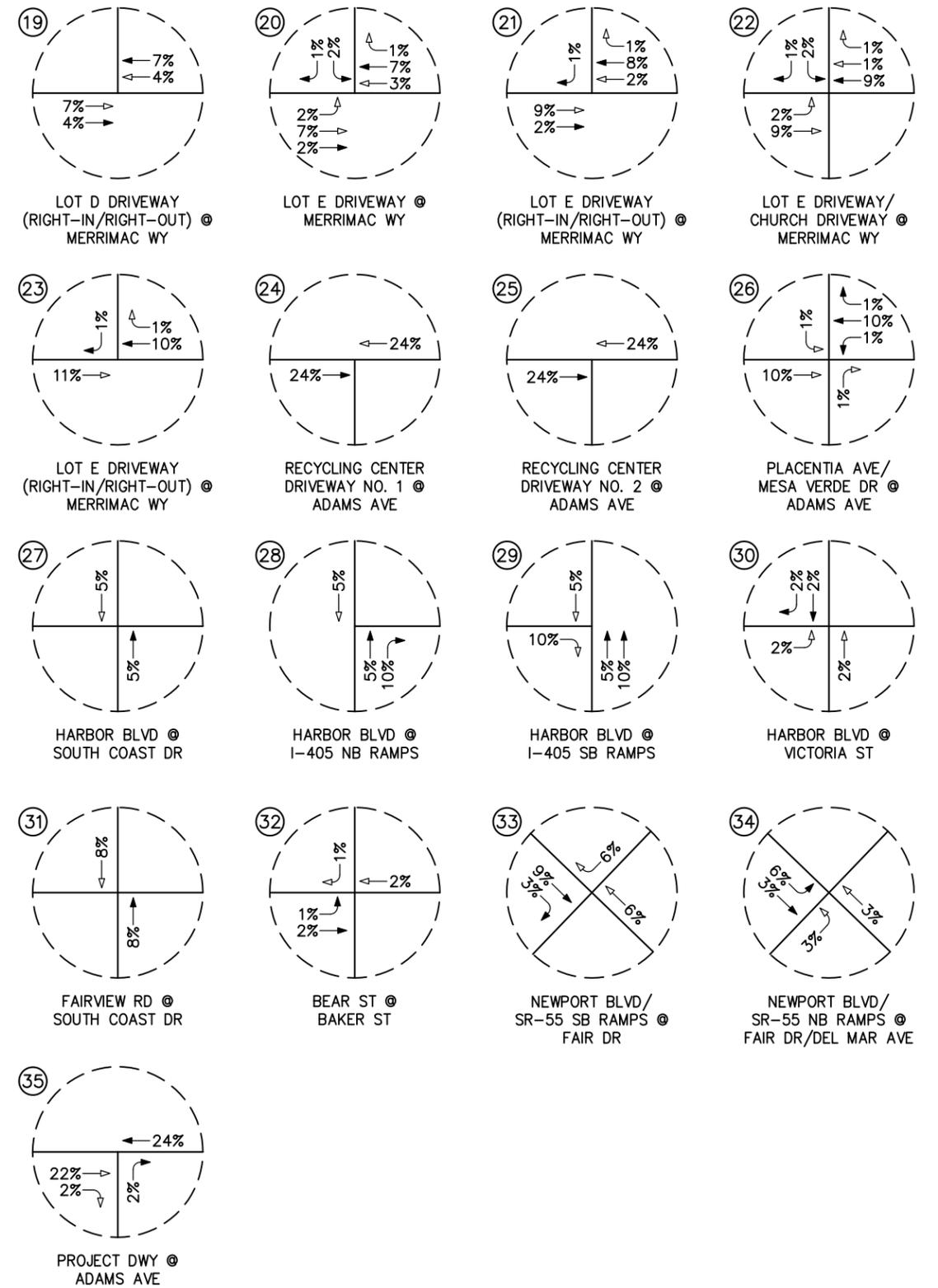
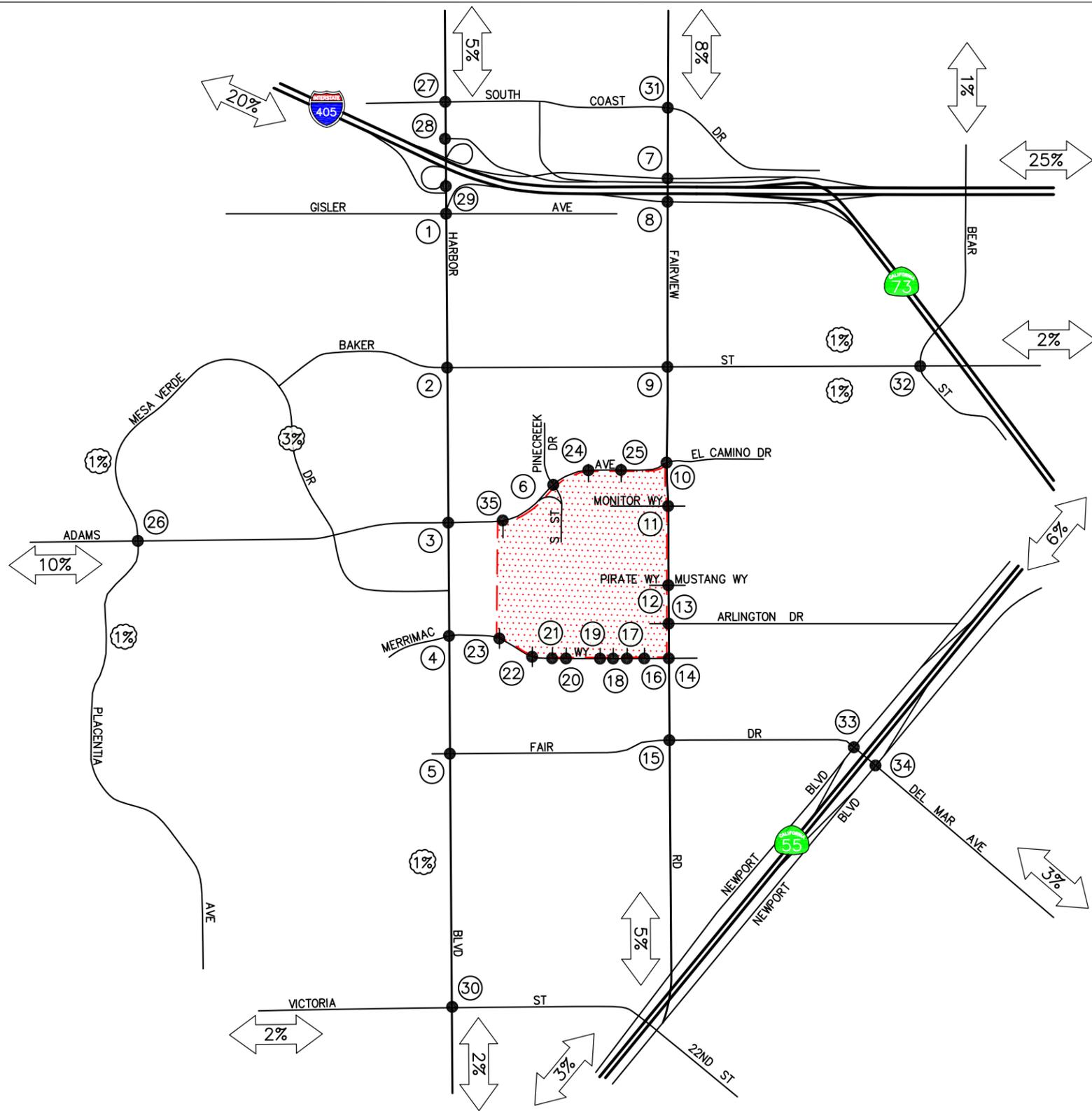


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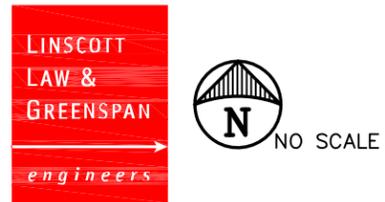


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 # = STUDY INTERSECTION
 [Red Dotted Box] = PROJECT SITE

FIGURE 5-1A
 PROJECT TRAFFIC DISTRIBUTION PATTERN – STUDENT GROWTH
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



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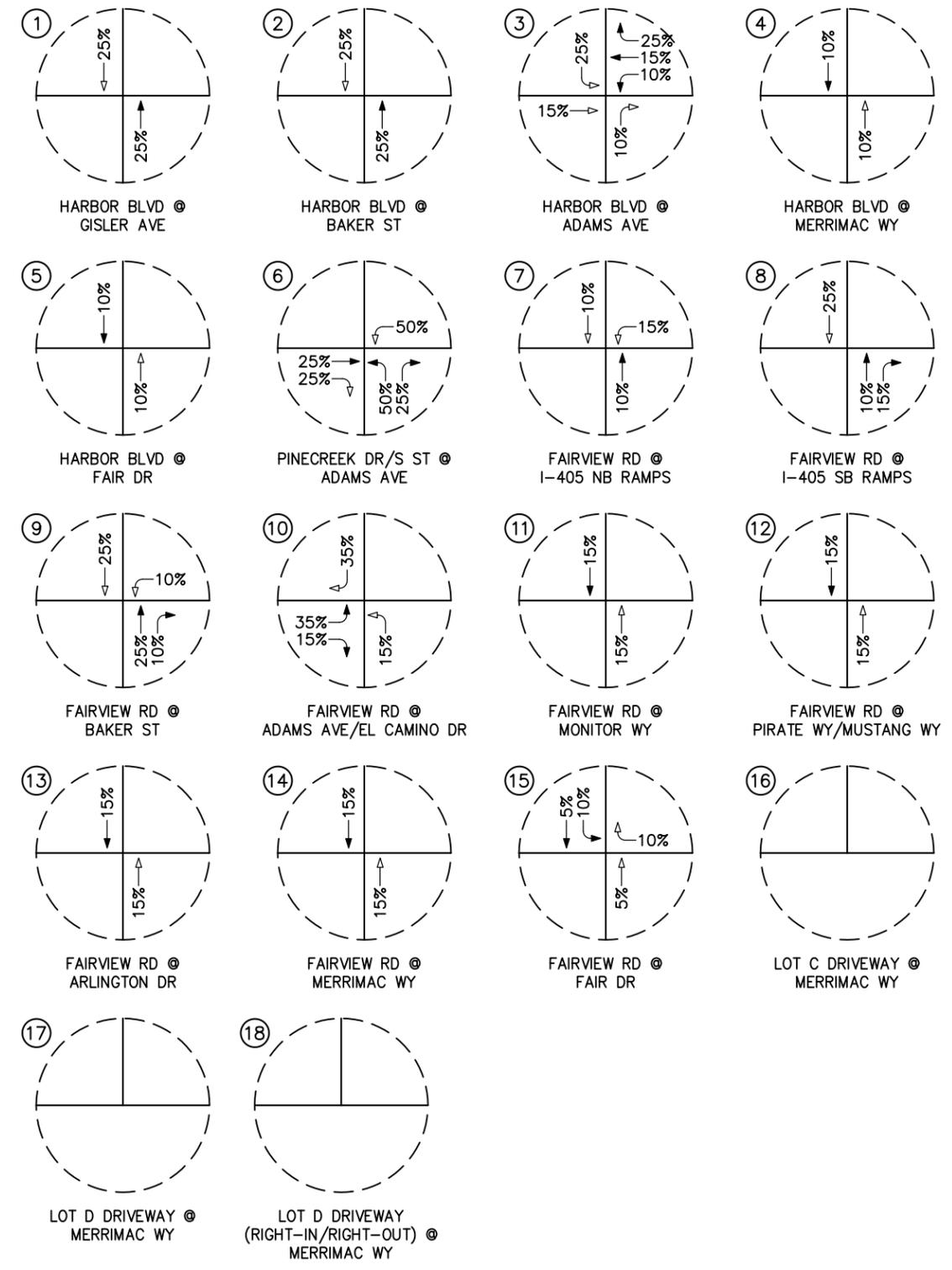
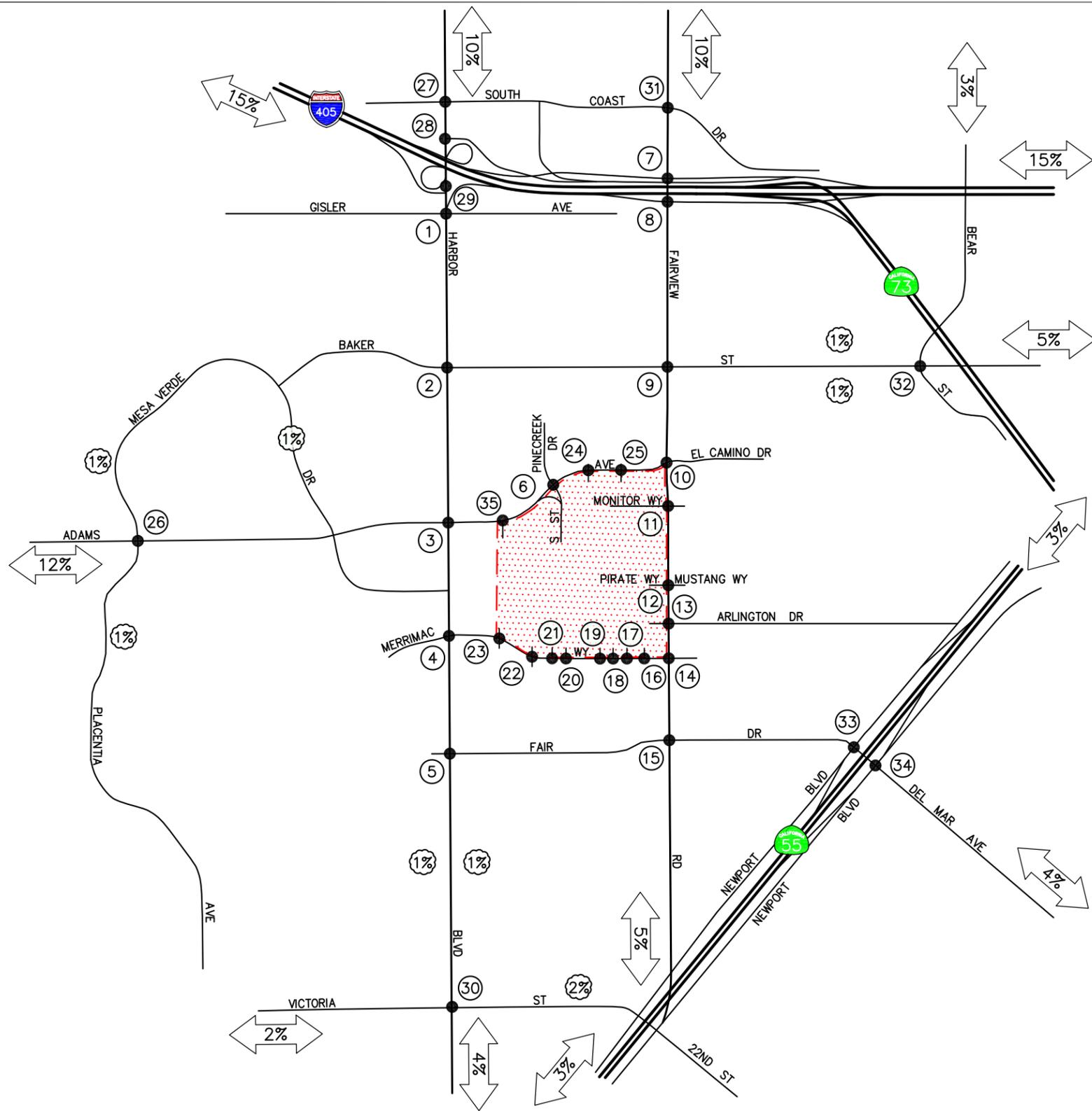
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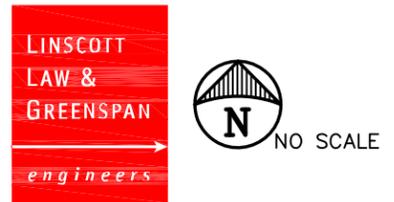
FIGURE 5-1B

PROJECT TRAFFIC DISTRIBUTION PATTERN – STUDENT GROWTH

ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



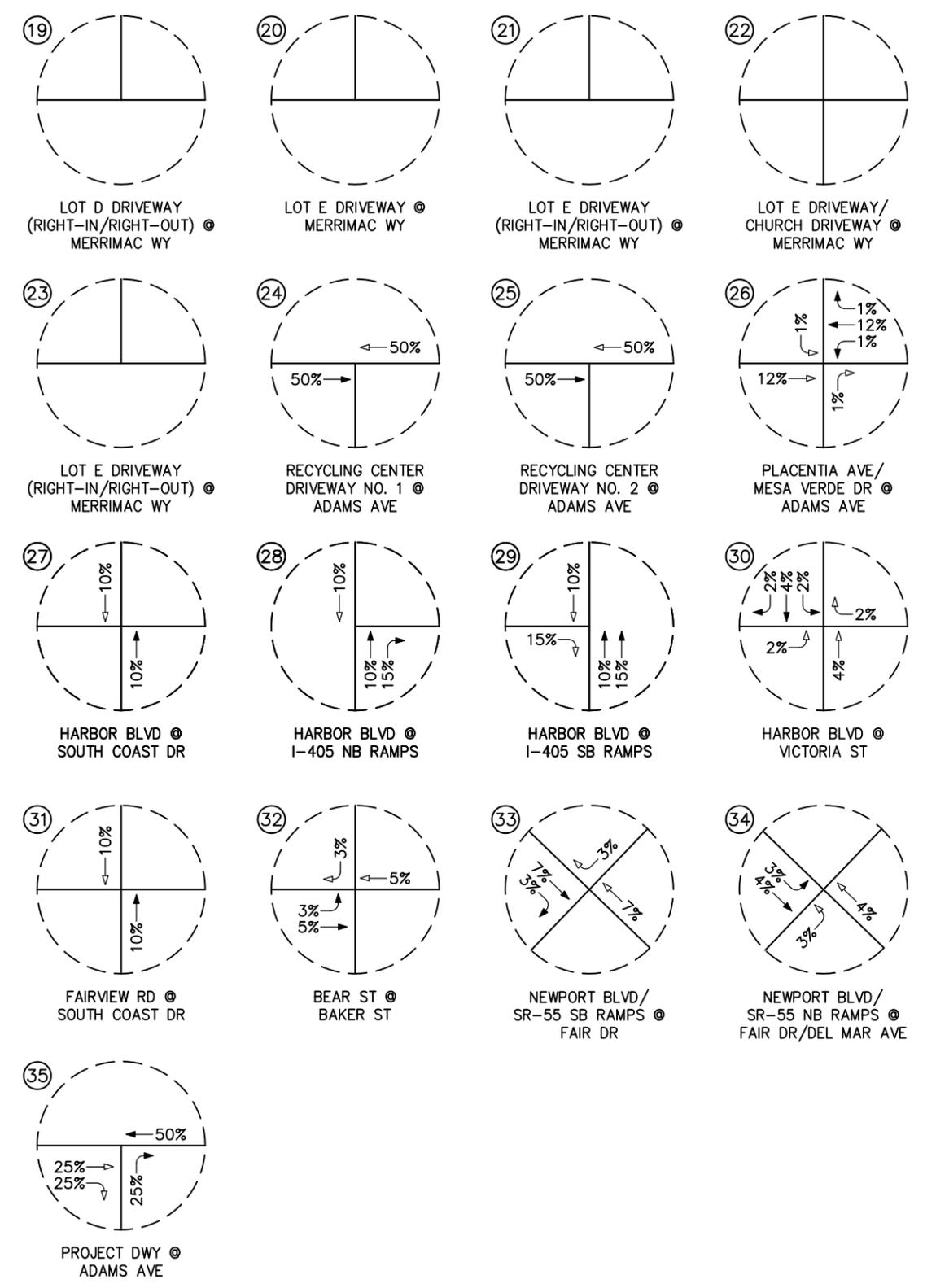
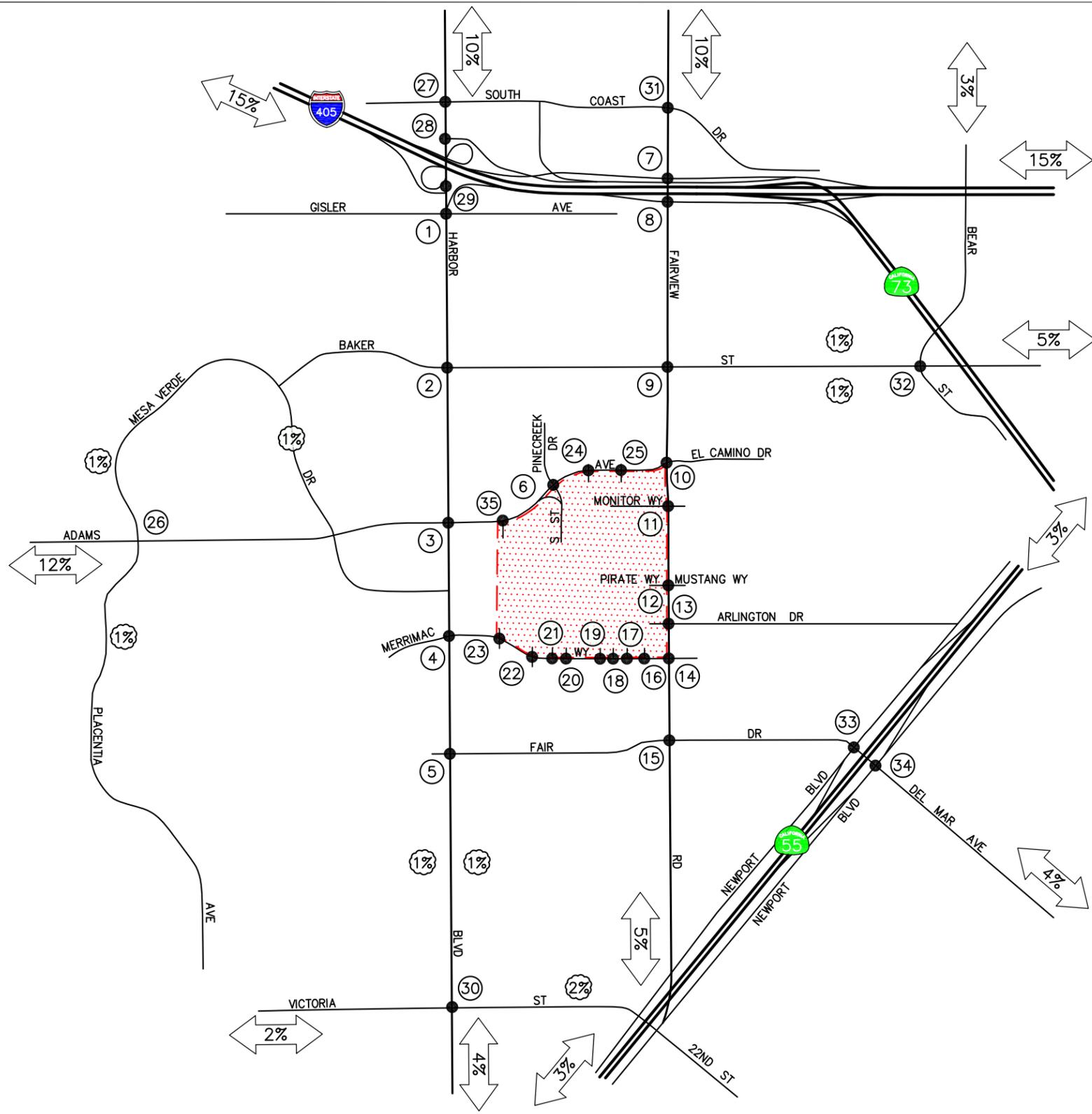
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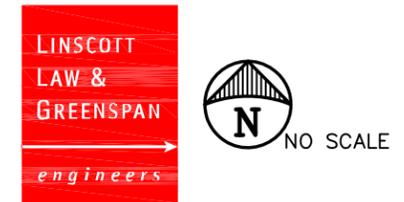
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 [Red Hatched Box] = PROJECT SITE

FIGURE 5-2A

PROJECT TRAFFIC DISTRIBUTION PATTERN – STUDENT HOUSING
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



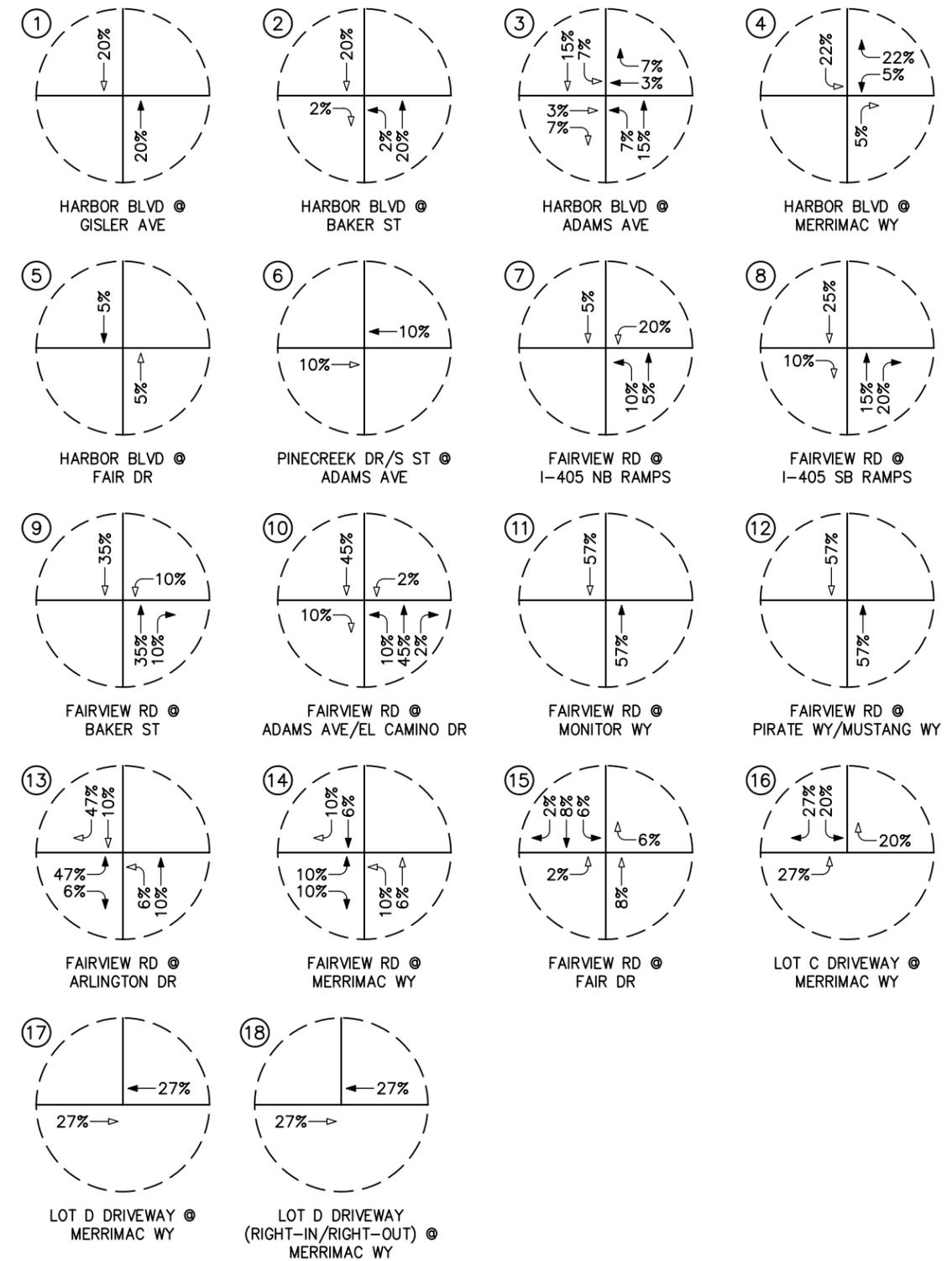
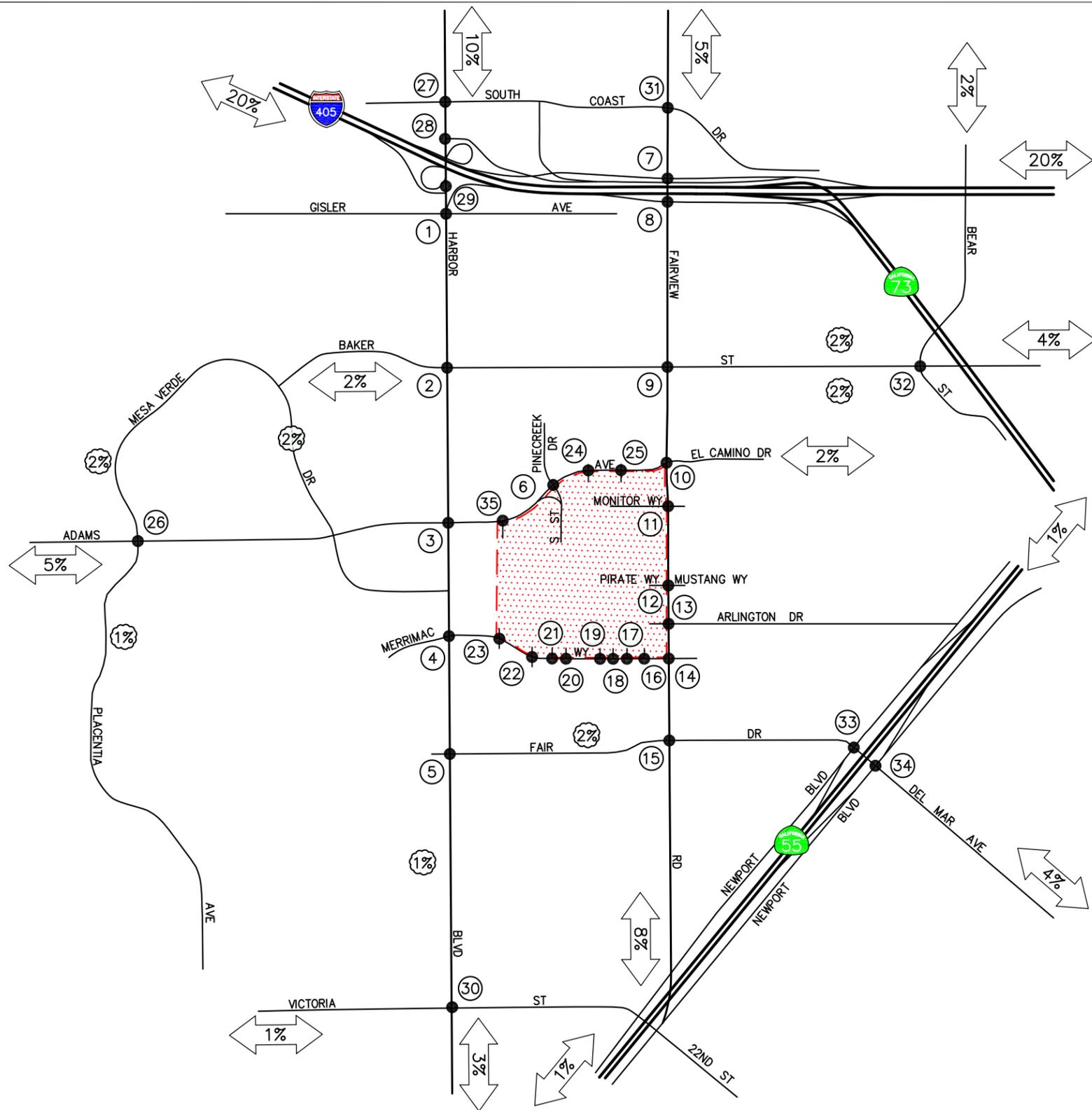
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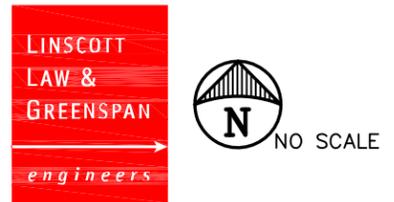
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 [Red Hatched Box] = PROJECT SITE

FIGURE 5-2B

PROJECT TRAFFIC DISTRIBUTION PATTERN – STUDENT HOUSING
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

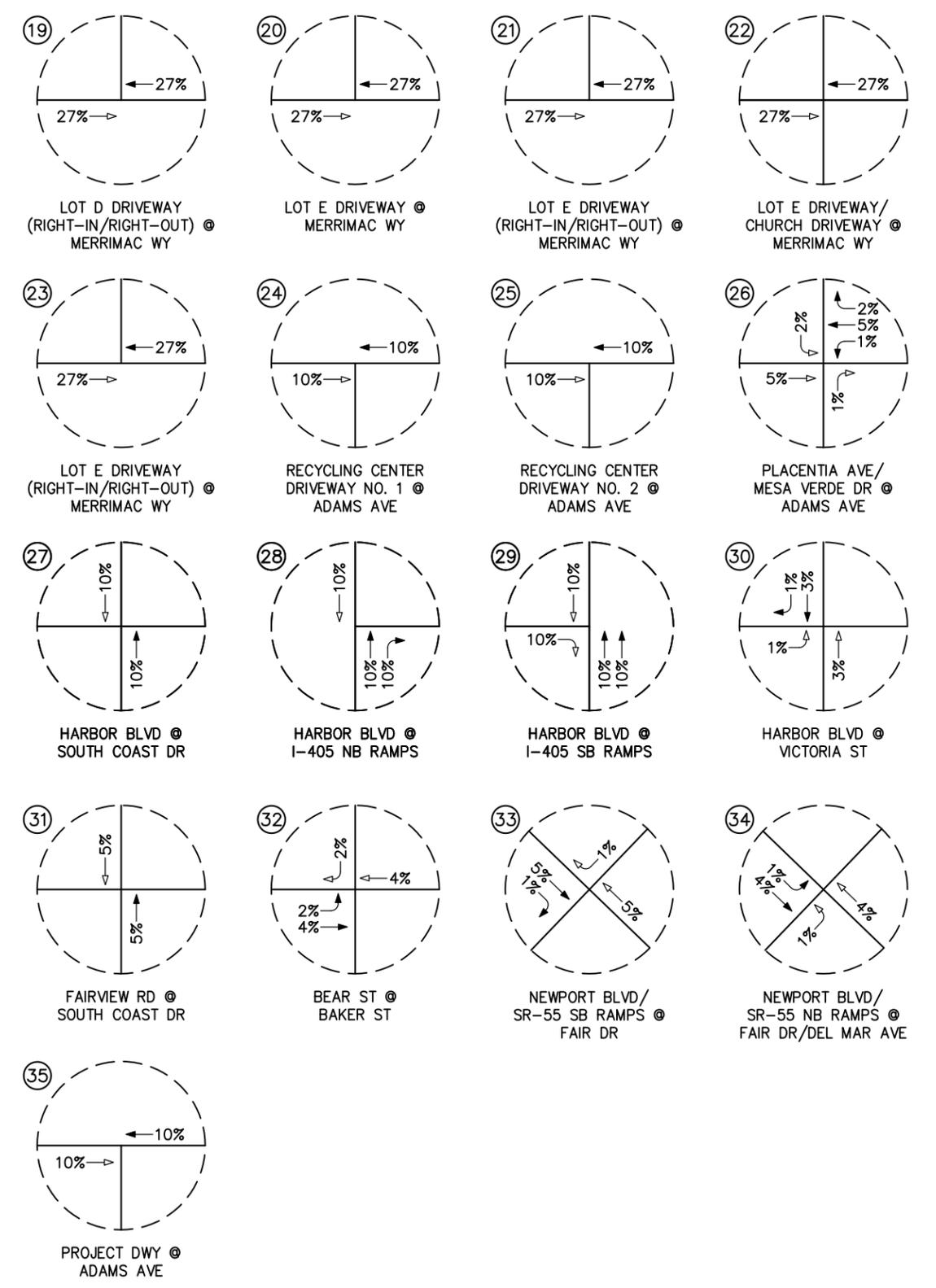
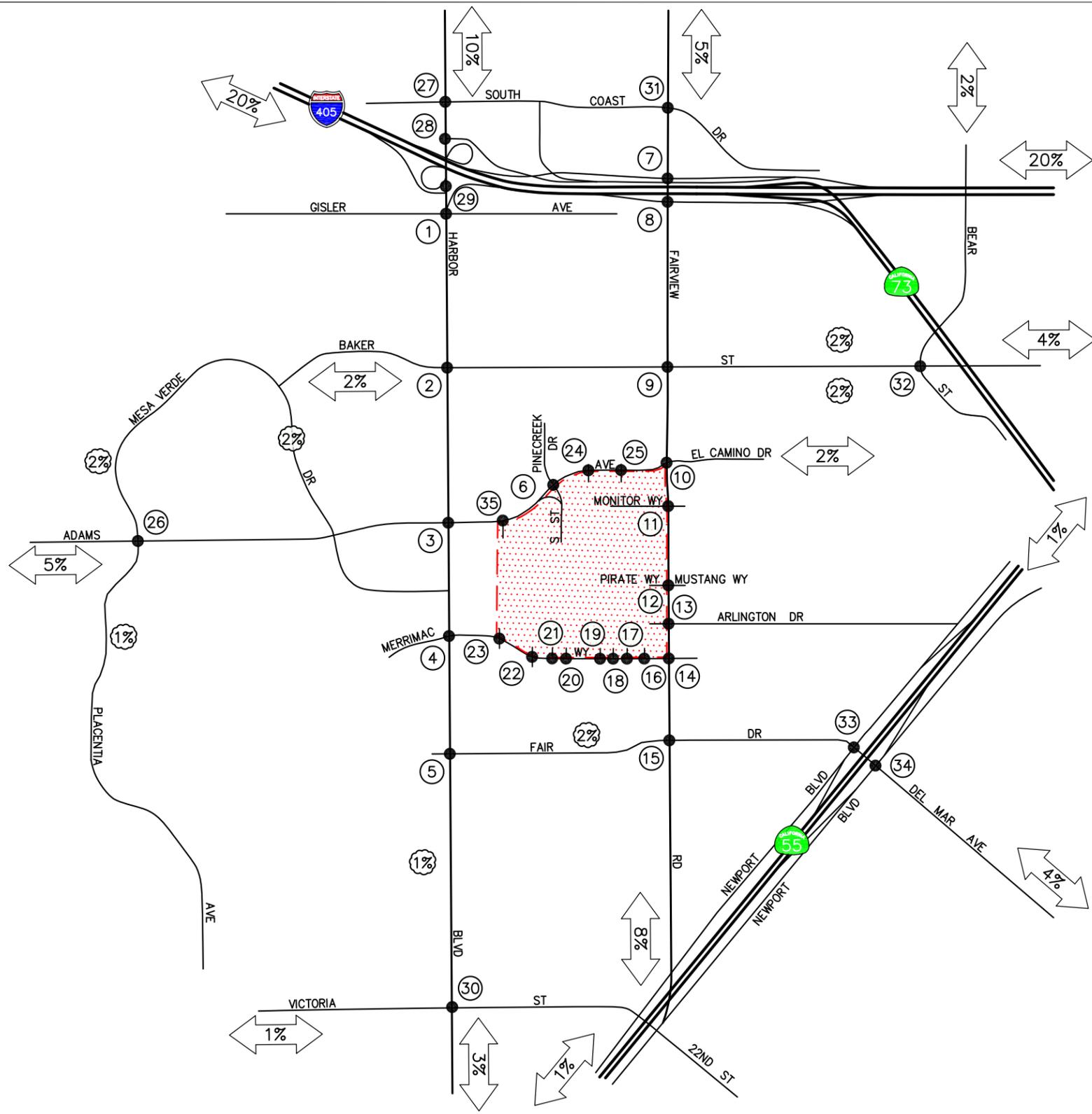


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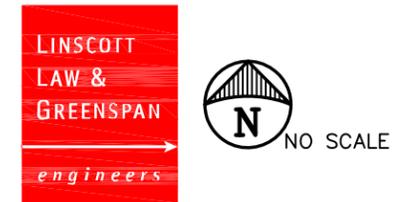


KEY
 ← = INBOUND PERCENTAGE
 → = OUTBOUND PERCENTAGE
 # = STUDY INTERSECTION
 [Red Hatched Box] = PROJECT SITE

FIGURE 5-3A
 PROJECT TRAFFIC DISTRIBUTION PATTERN – MIXED USE DEVELOPMENT
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

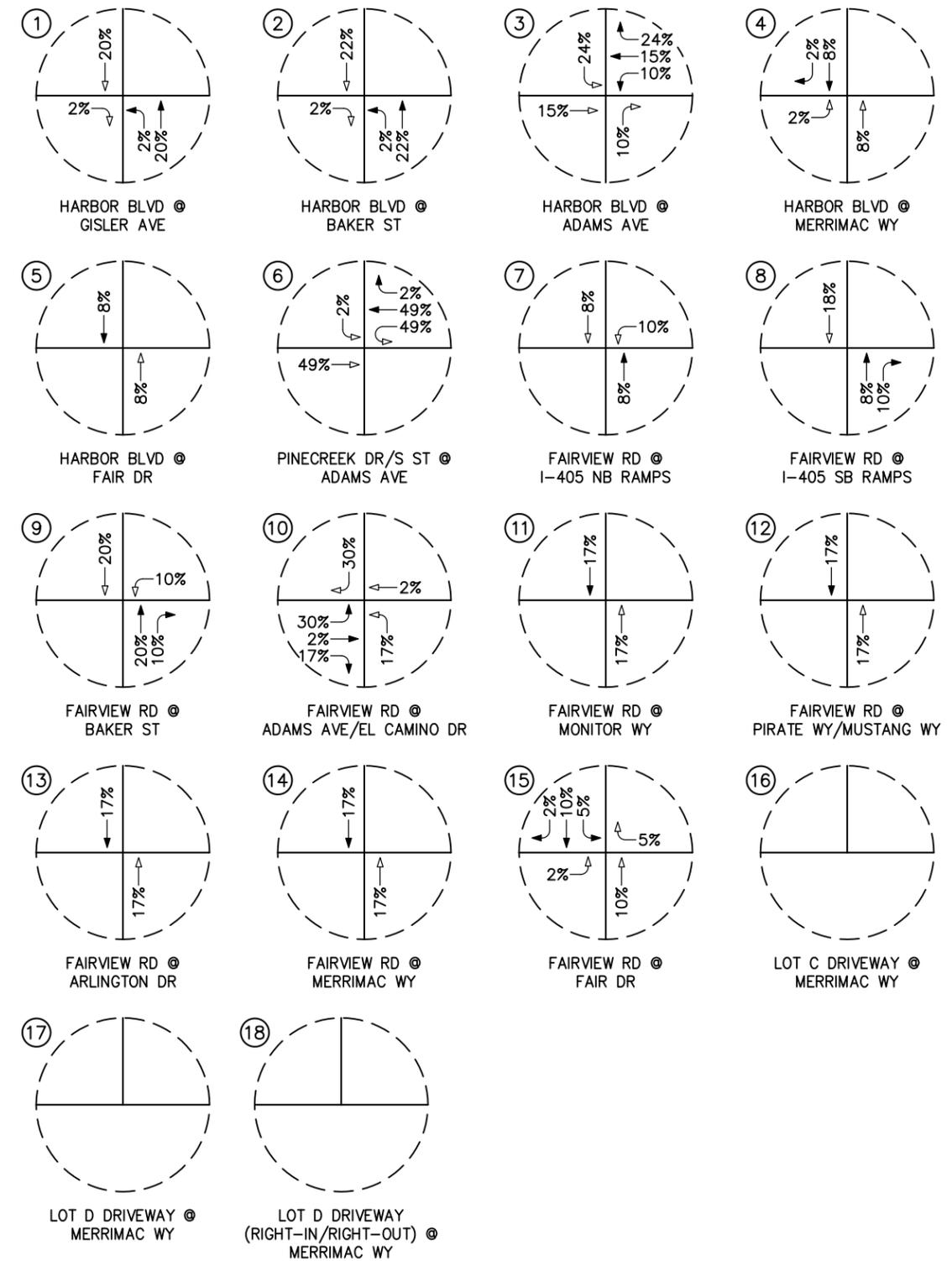
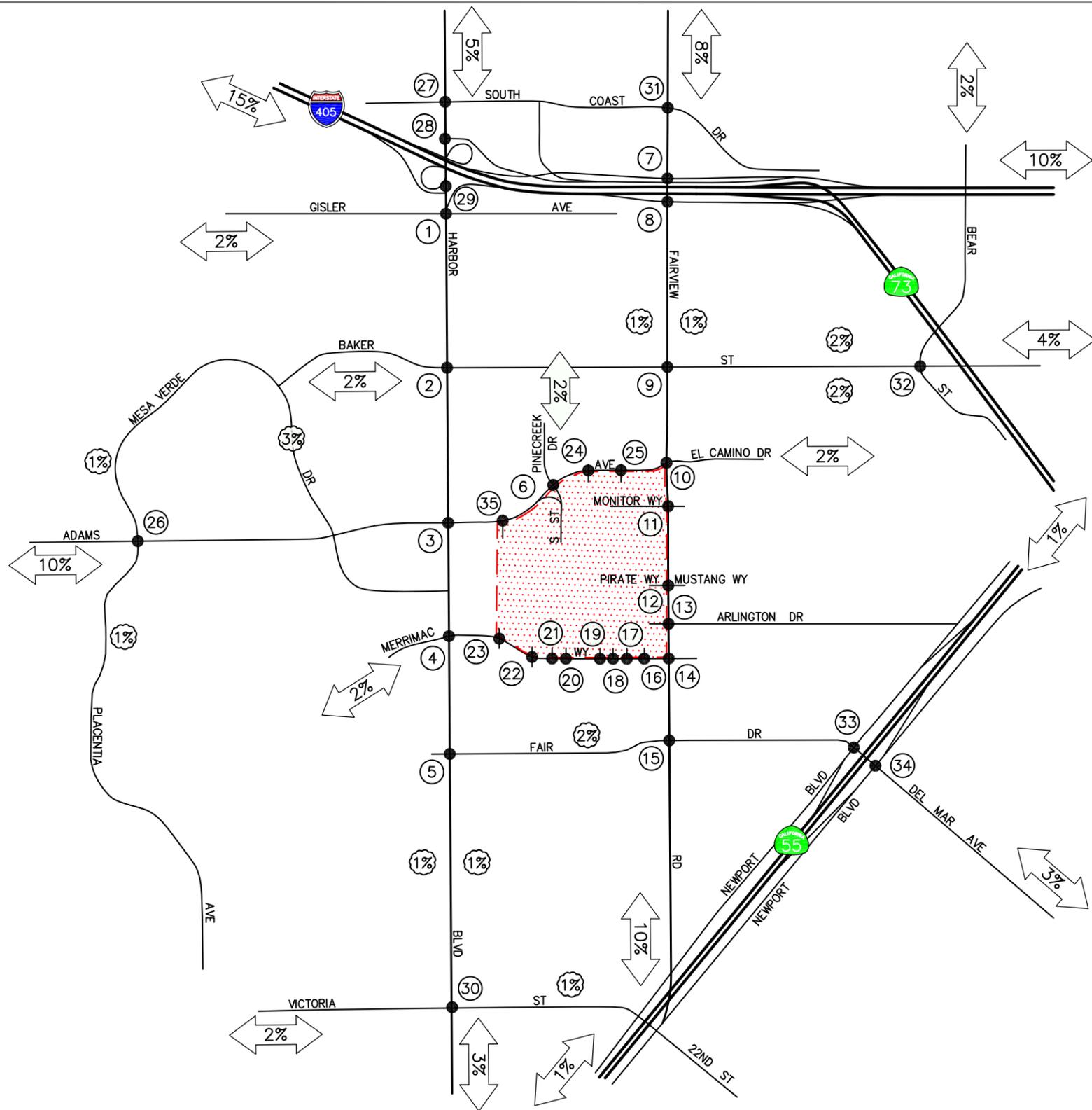


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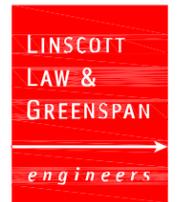


KEY
 ← = INBOUND PERCENTAGE
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 # = STUDY INTERSECTION
 [Red Hatched Box] = PROJECT SITE

FIGURE 5-3B
 PROJECT TRAFFIC DISTRIBUTION PATTERN – MIXED USED DEVELOPMENT
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



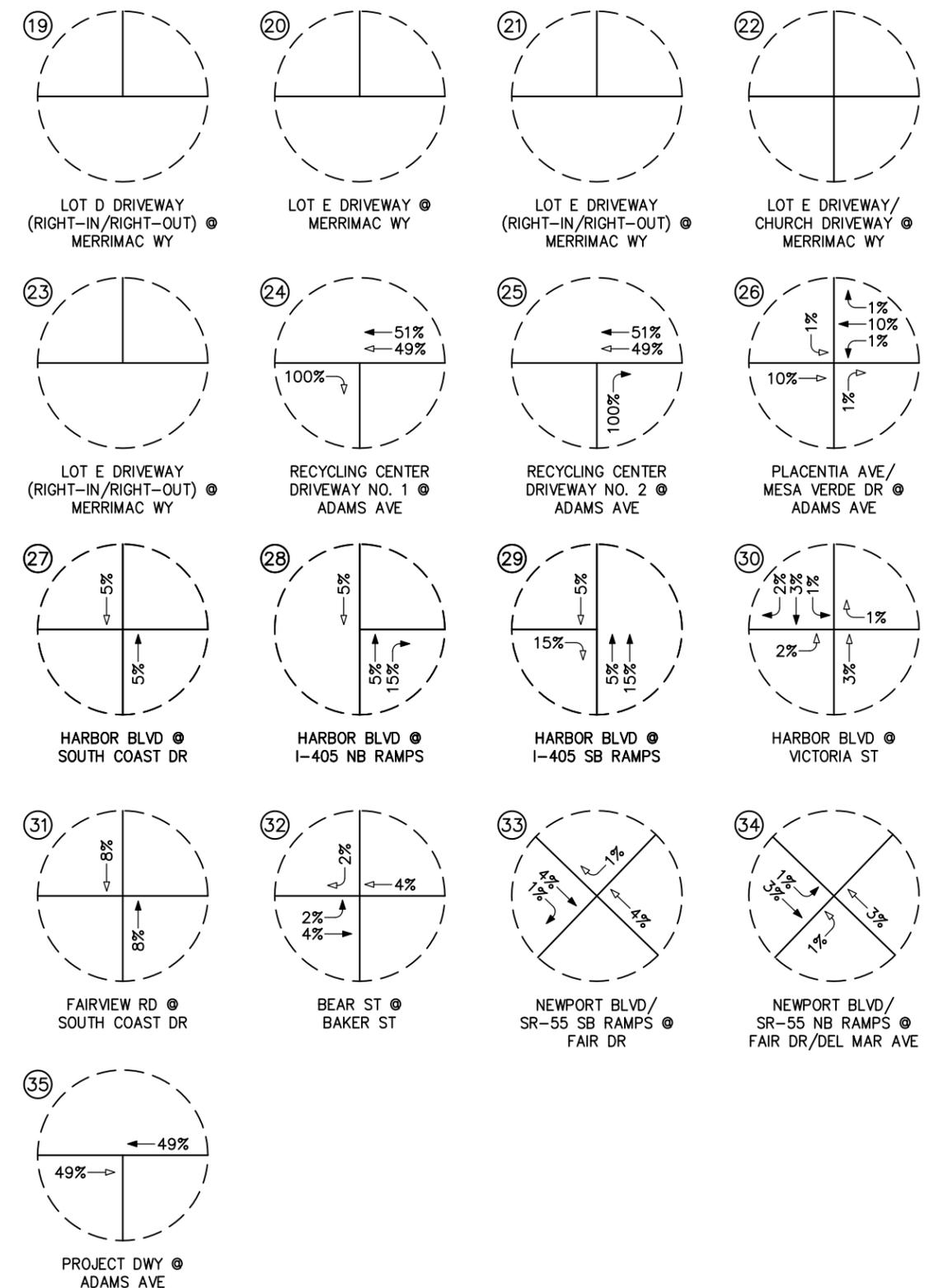
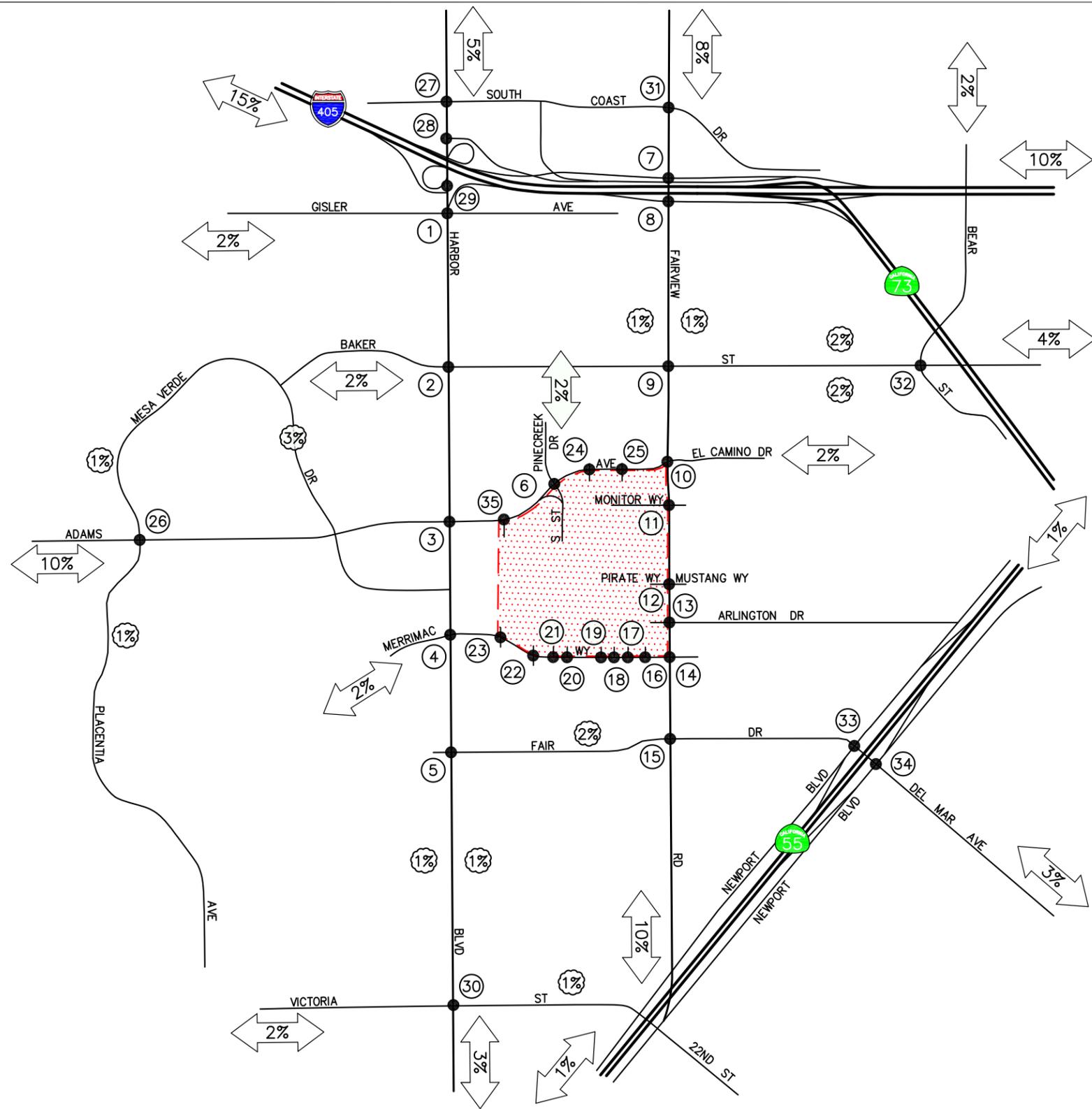
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KEY
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 → = OUTBOUND PERCENTAGE
 # = STUDY INTERSECTION
 [Red Hatched Box] = PROJECT SITE

PROJECT TRAFFIC DISTRIBUTION PATTERN – RECYCLING CENTER EXPANSION
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

FIGURE 5-4A



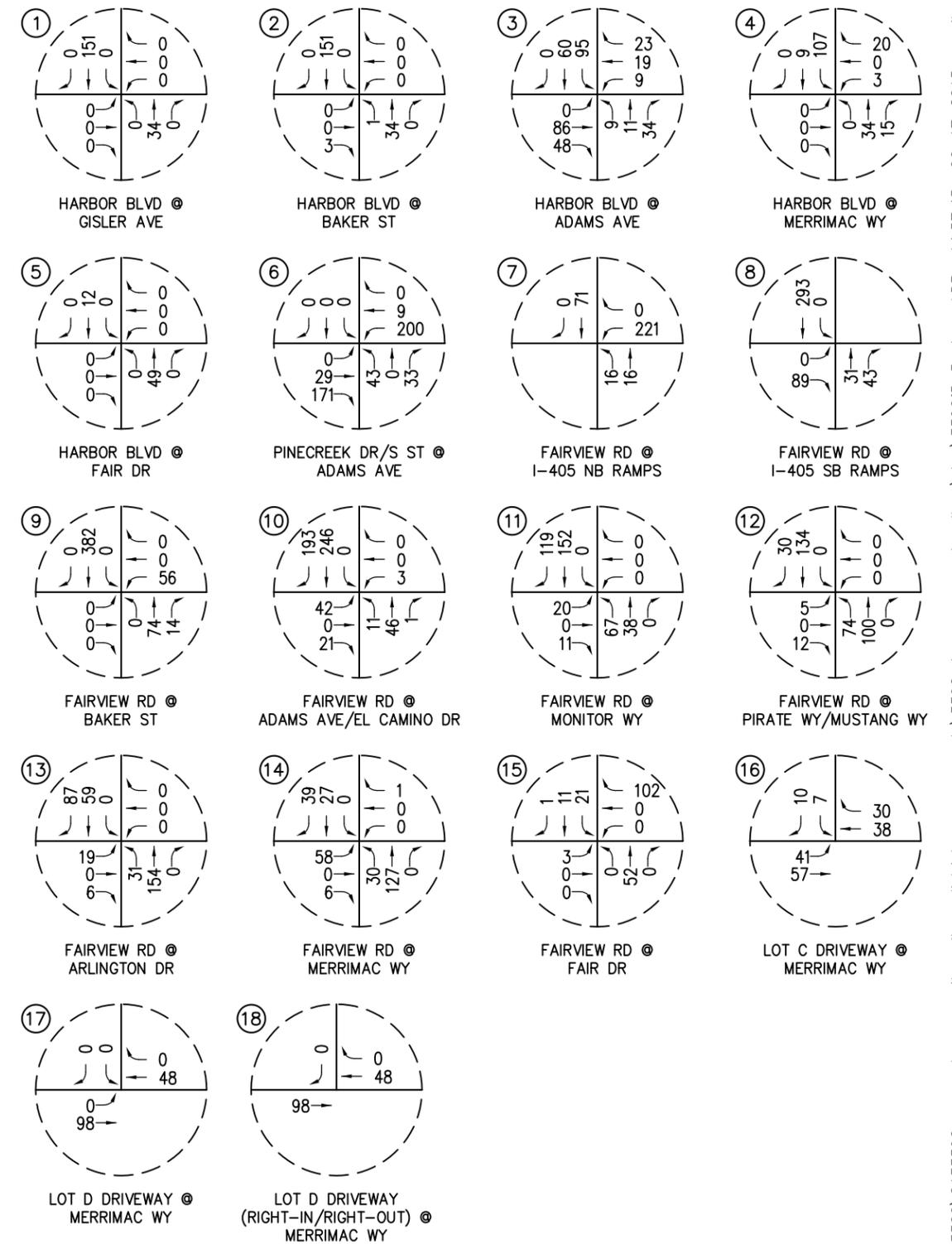
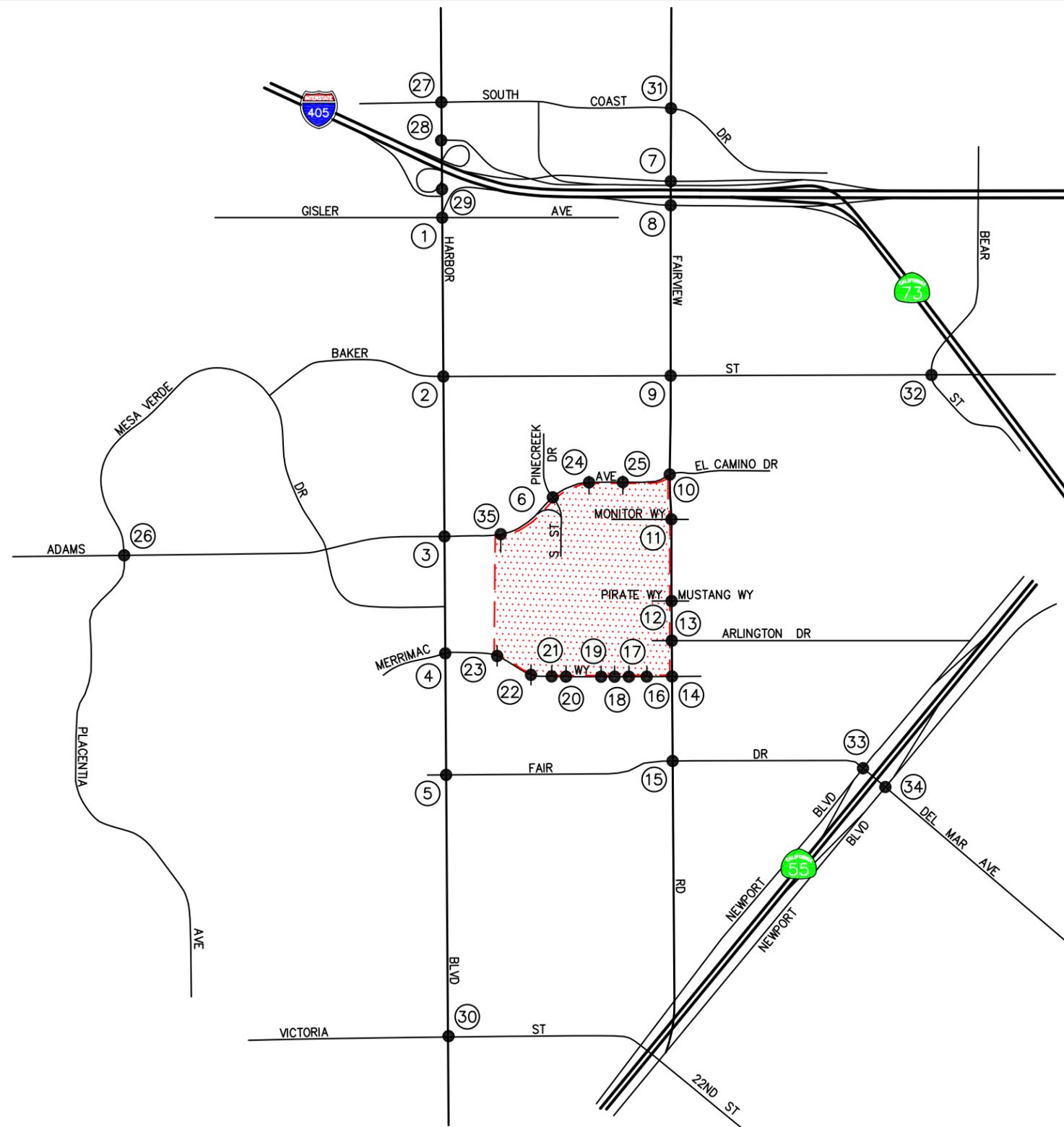
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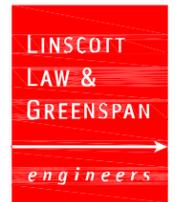
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 → = OUTBOUND PERCENTAGE
 # = STUDY INTERSECTION
 [Red Hatched Box] = PROJECT SITE

PROJECT TRAFFIC DISTRIBUTION PATTERN – RECYCLING CENTER EXPANSION
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

FIGURE 5-4B



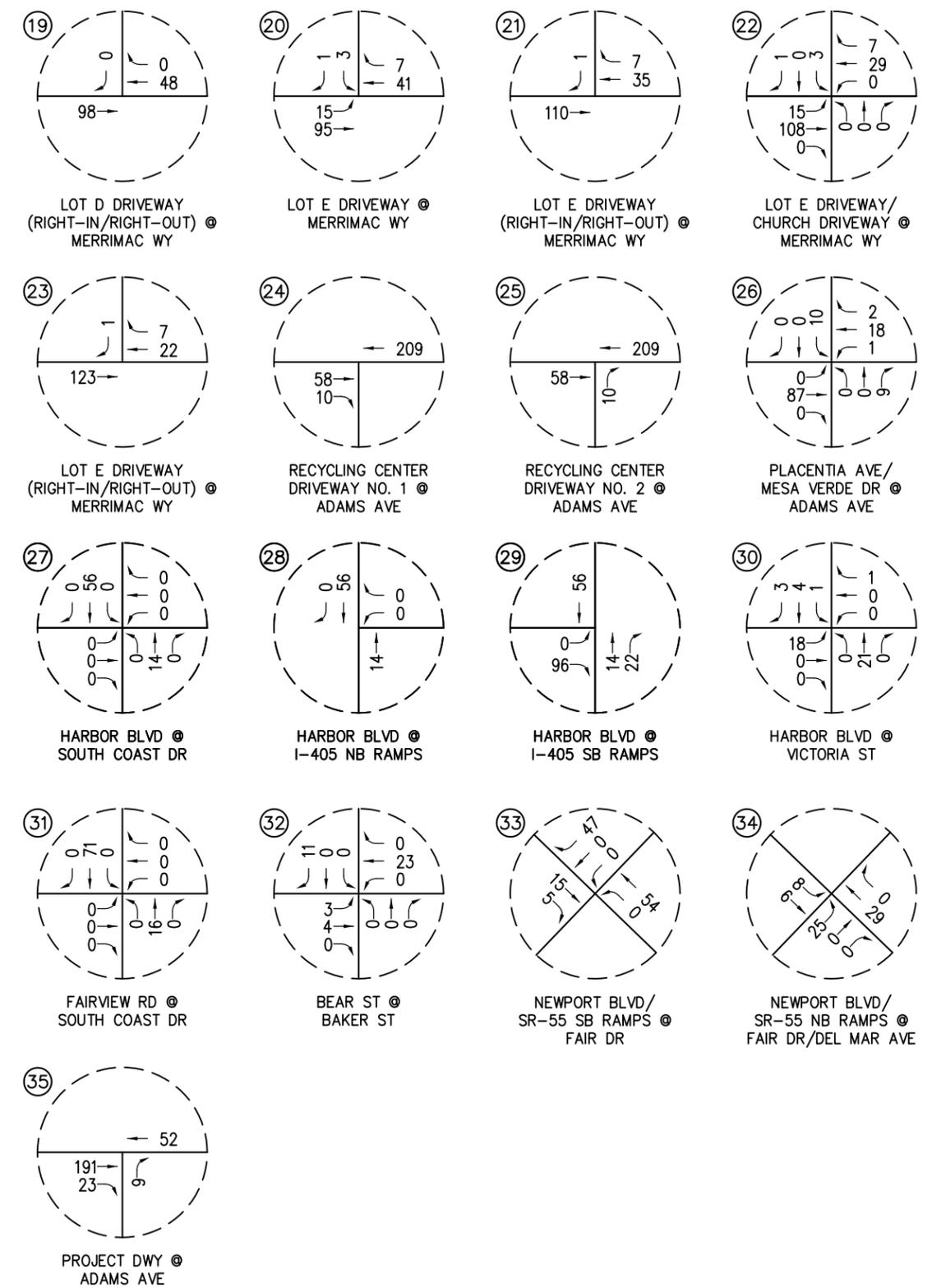
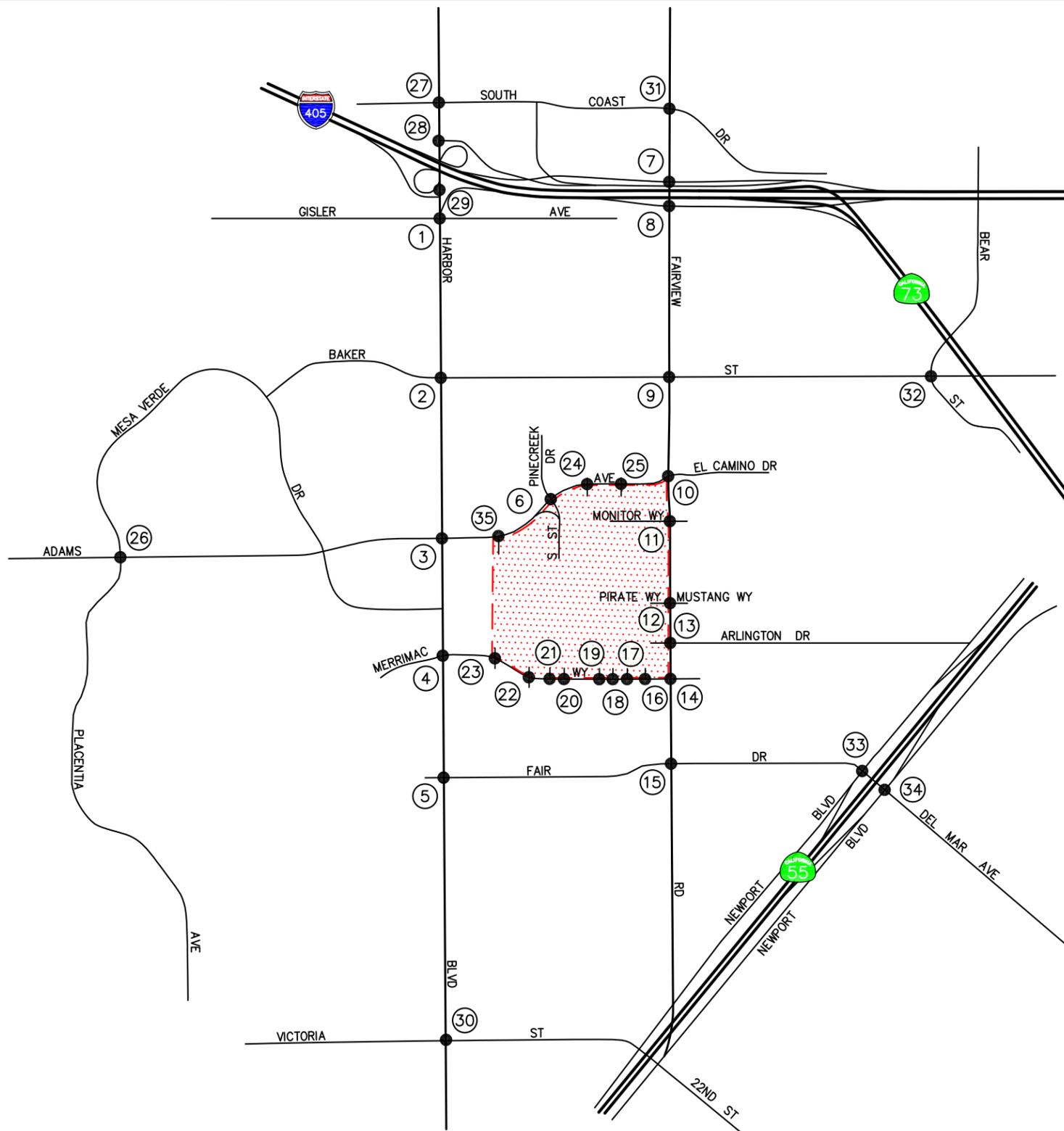
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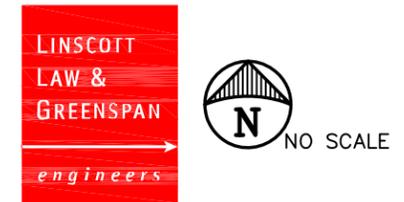
KEY
 # = STUDY INTERSECTION
 [Red Dotted Box] = PROJECT SITE

FIGURE 5-5A

AM PEAK HOUR PROJECT TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



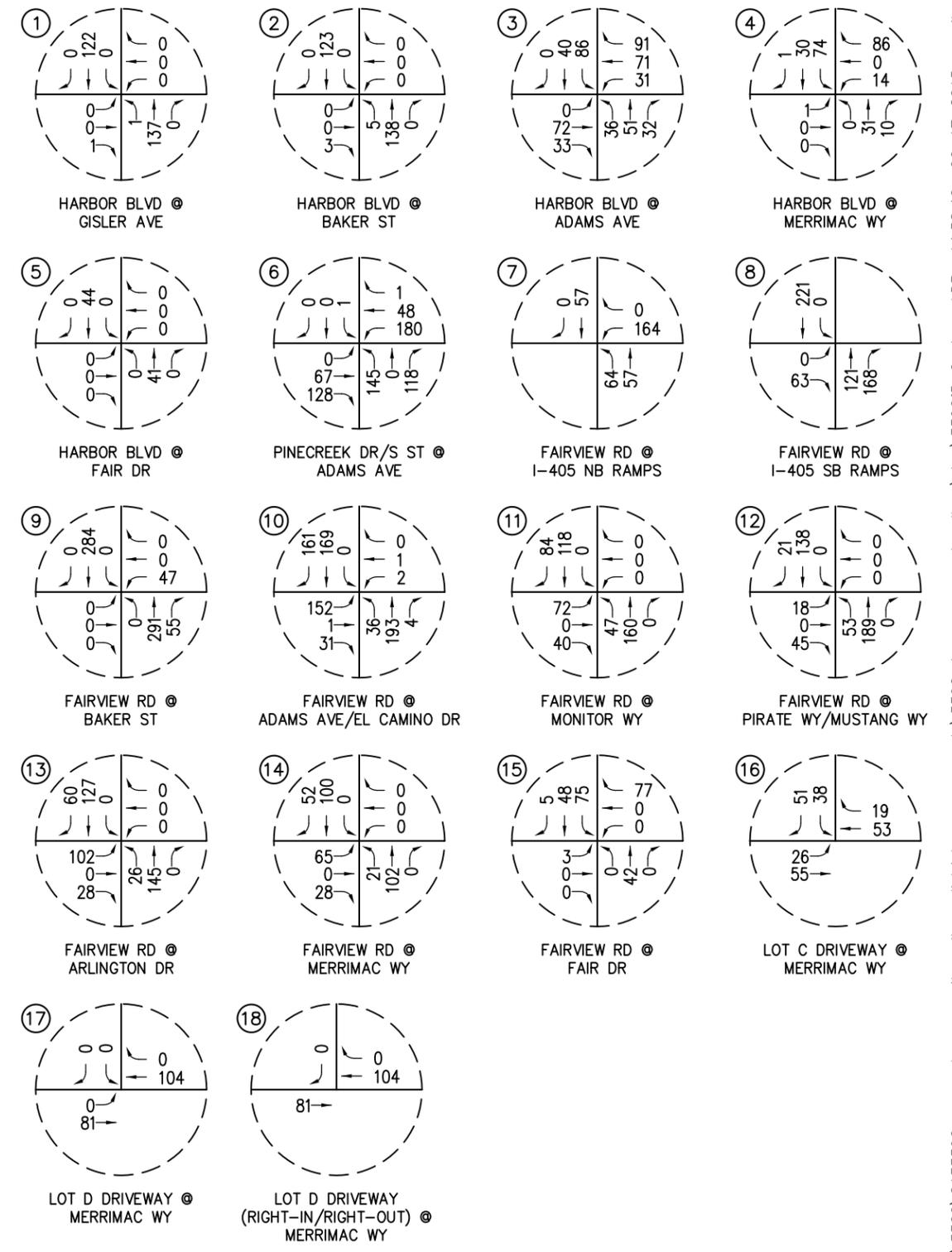
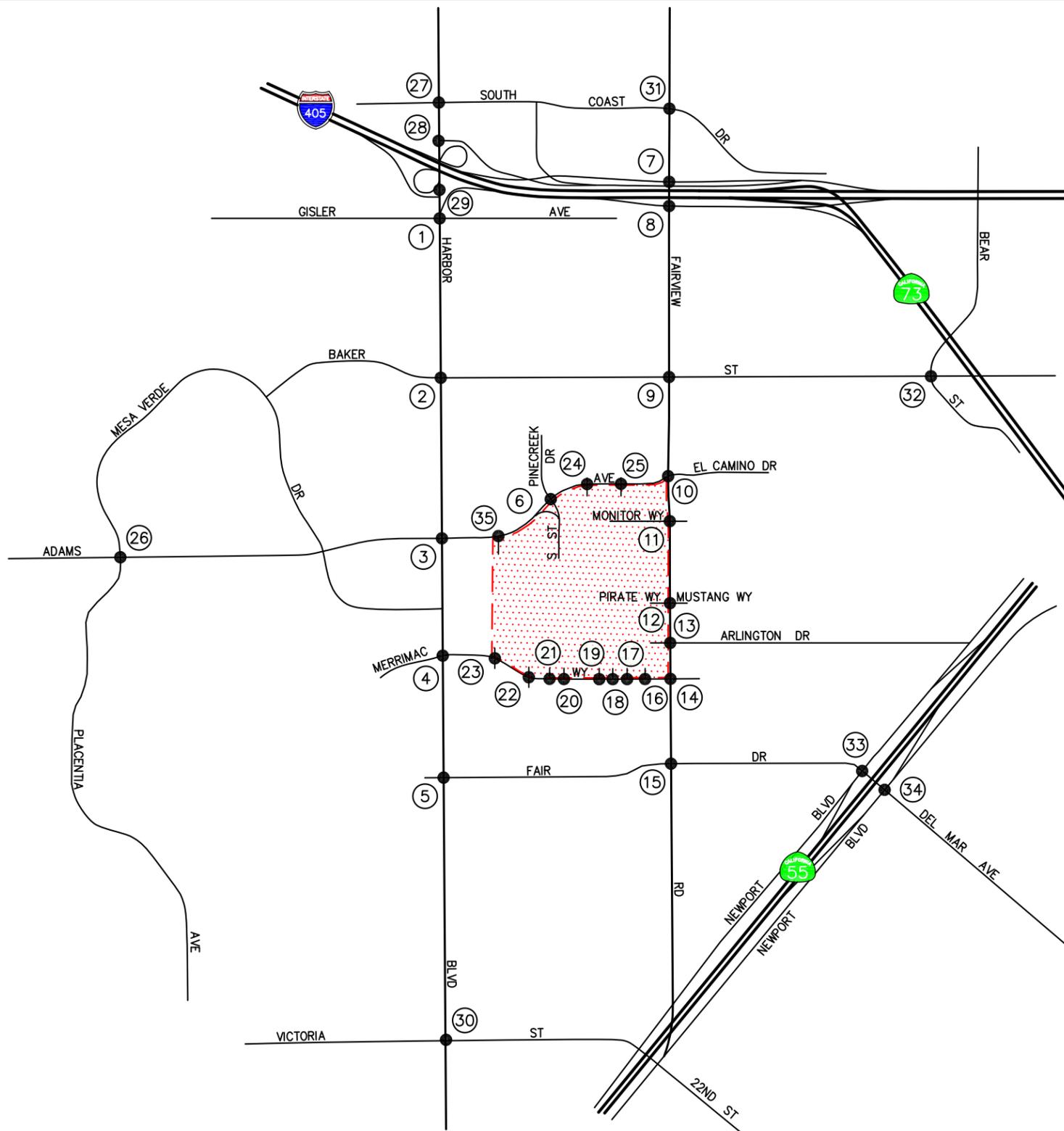
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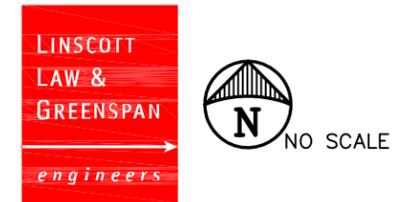
KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 5-5B

AM PEAK HOUR PROJECT TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



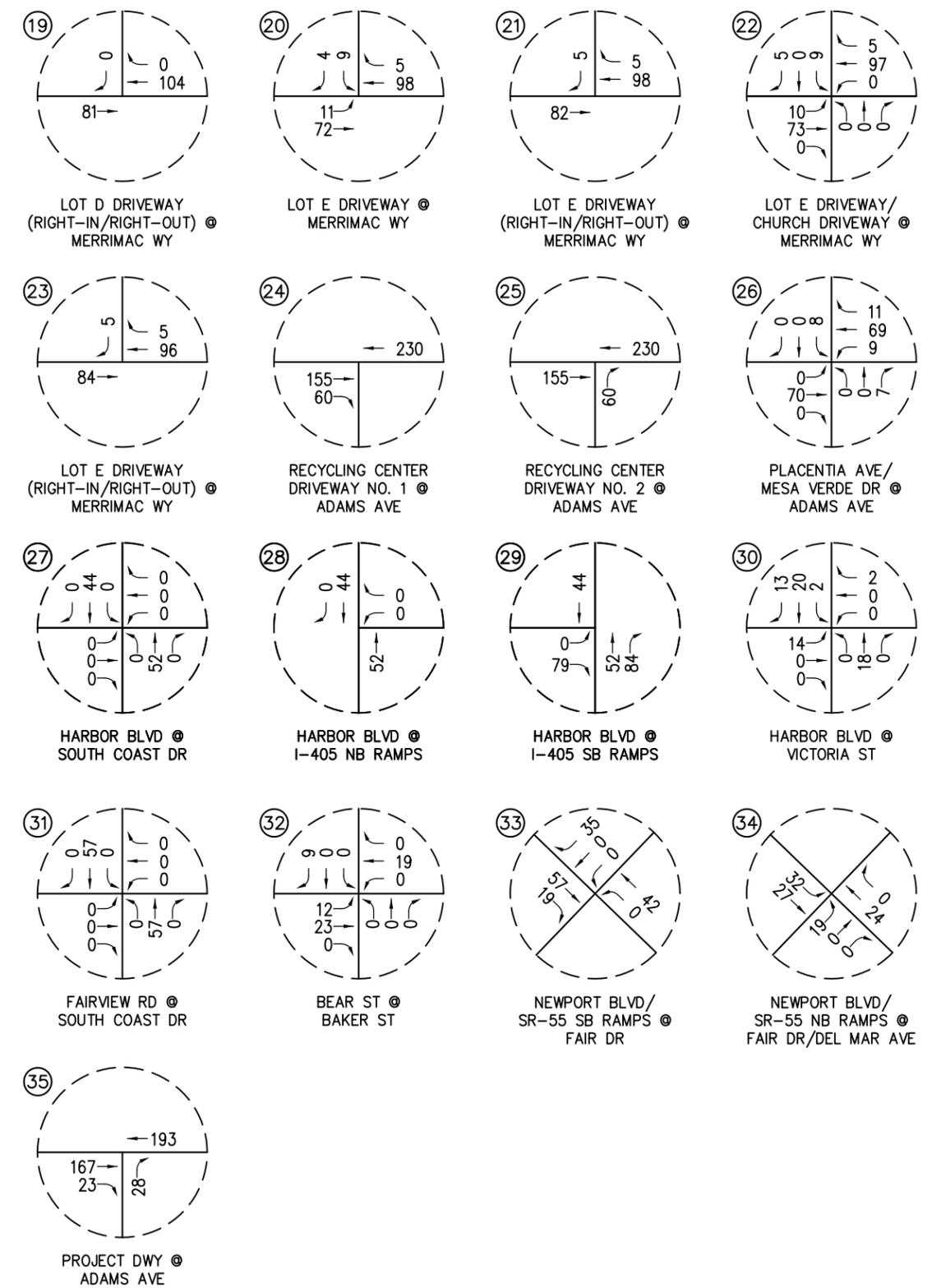
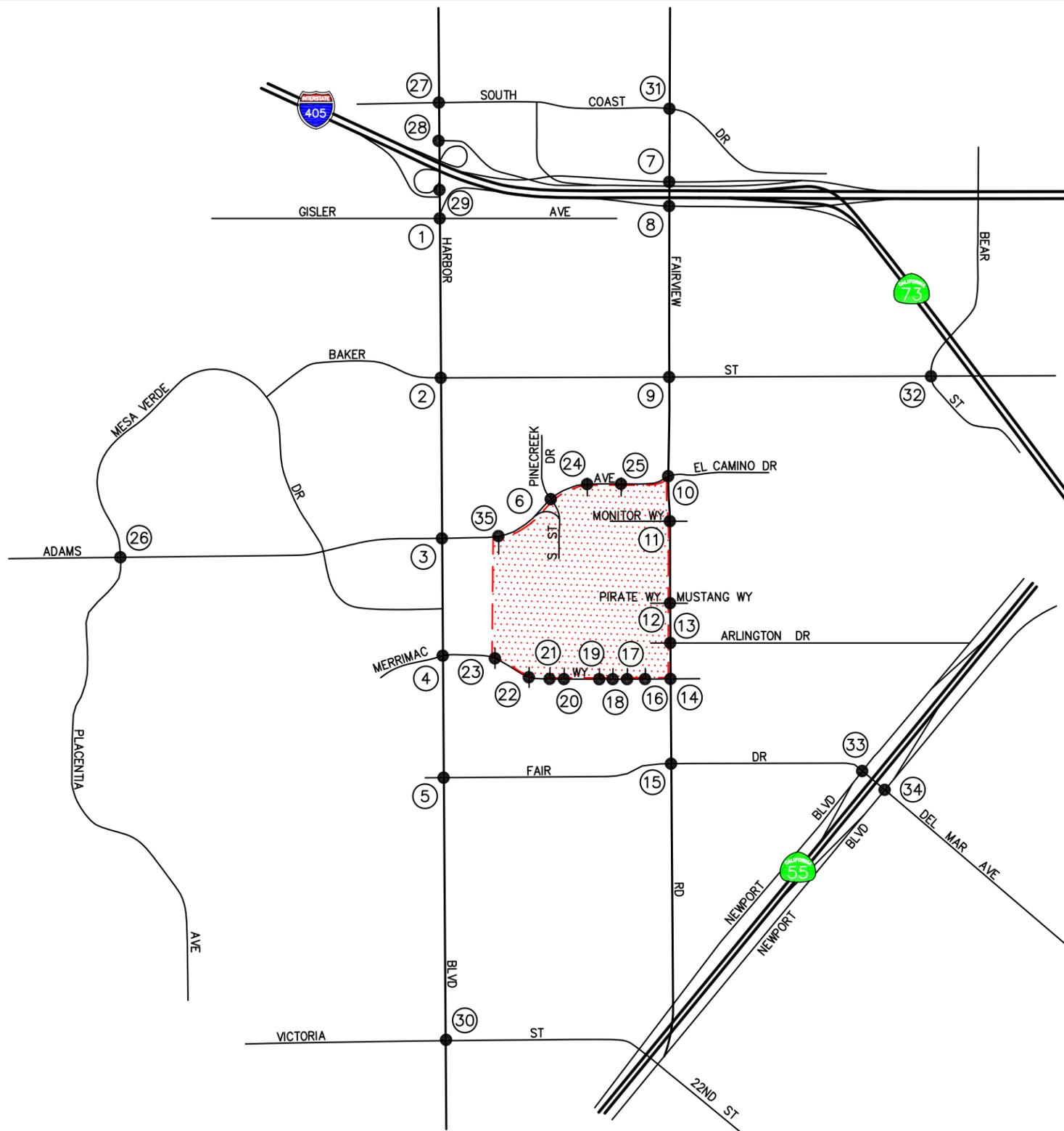
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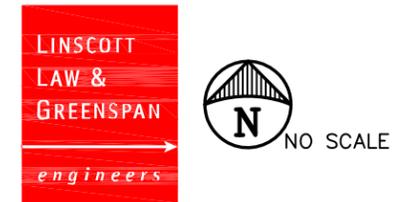
KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 5-6A

PM PEAK HOUR PROJECT TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



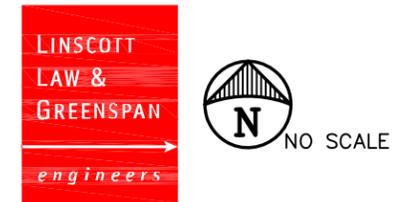
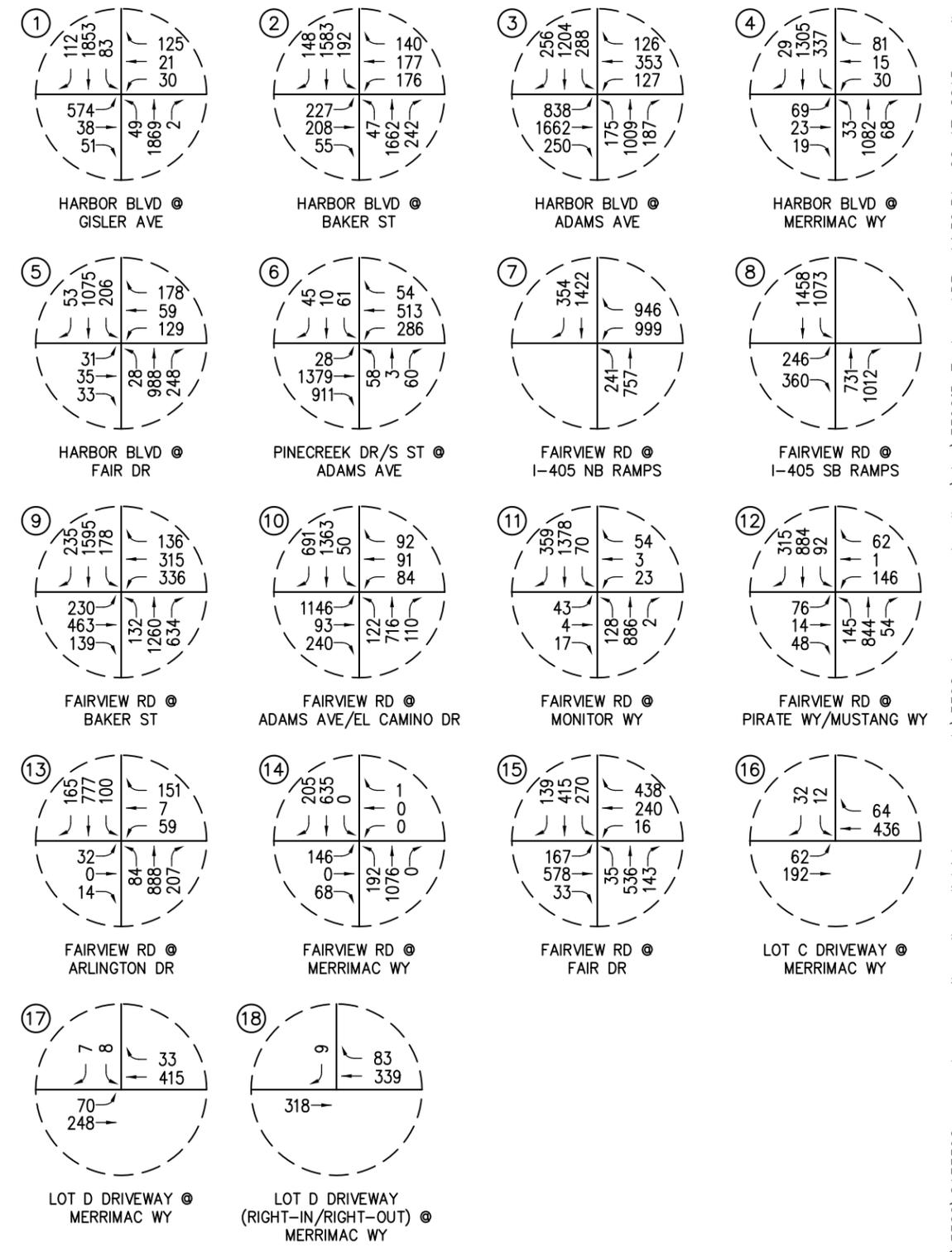
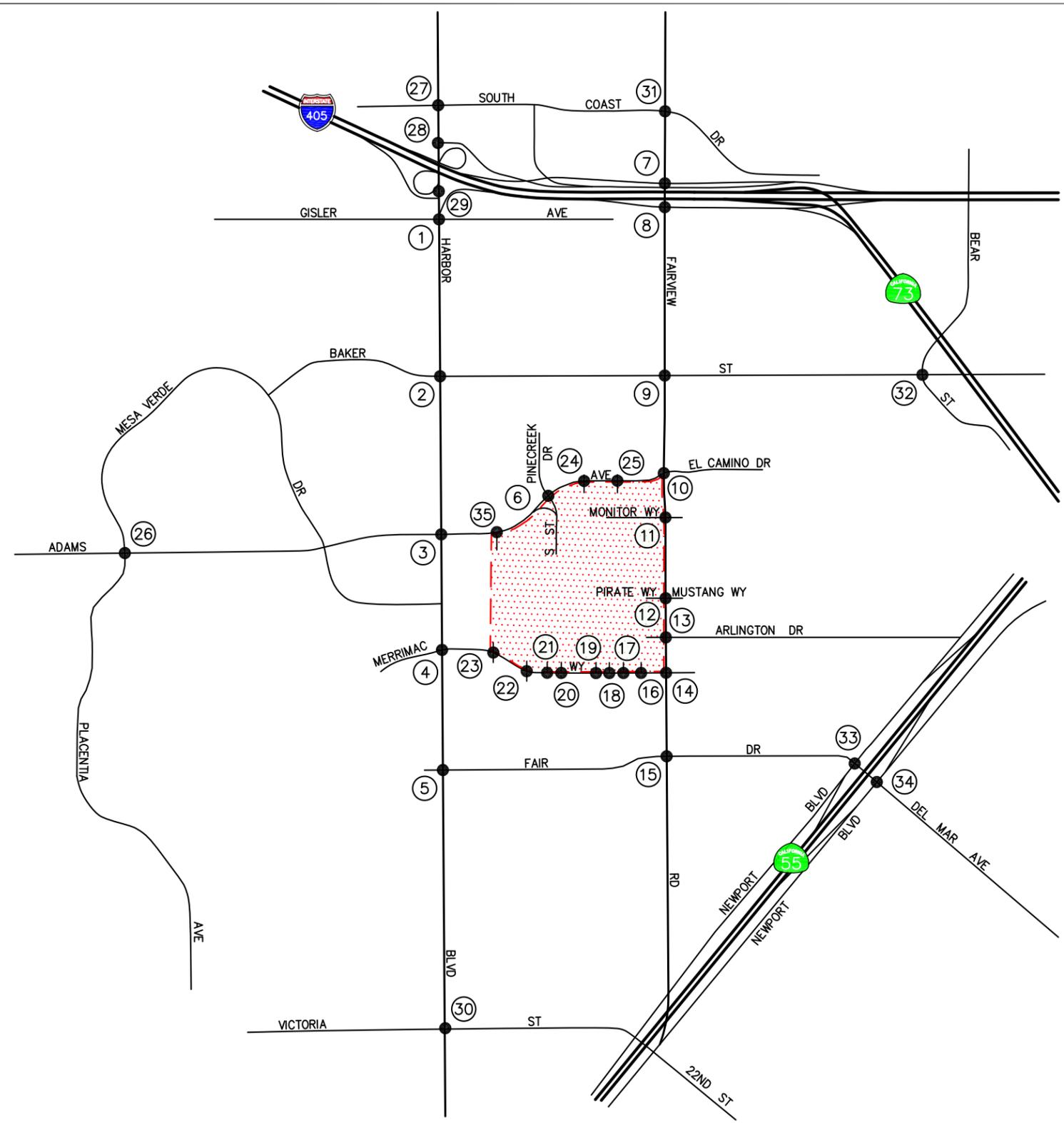
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KEY
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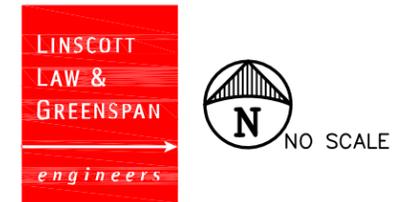
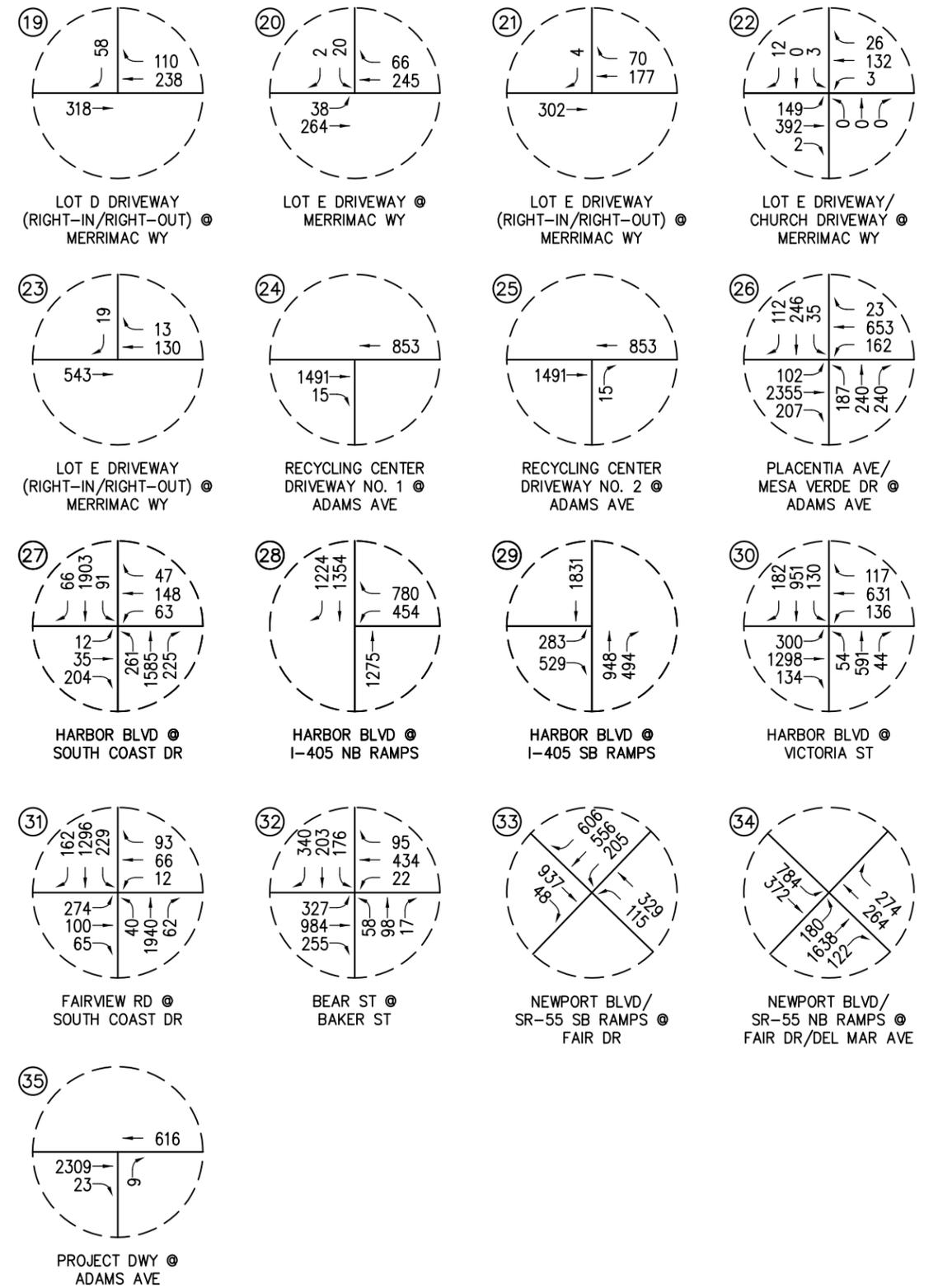
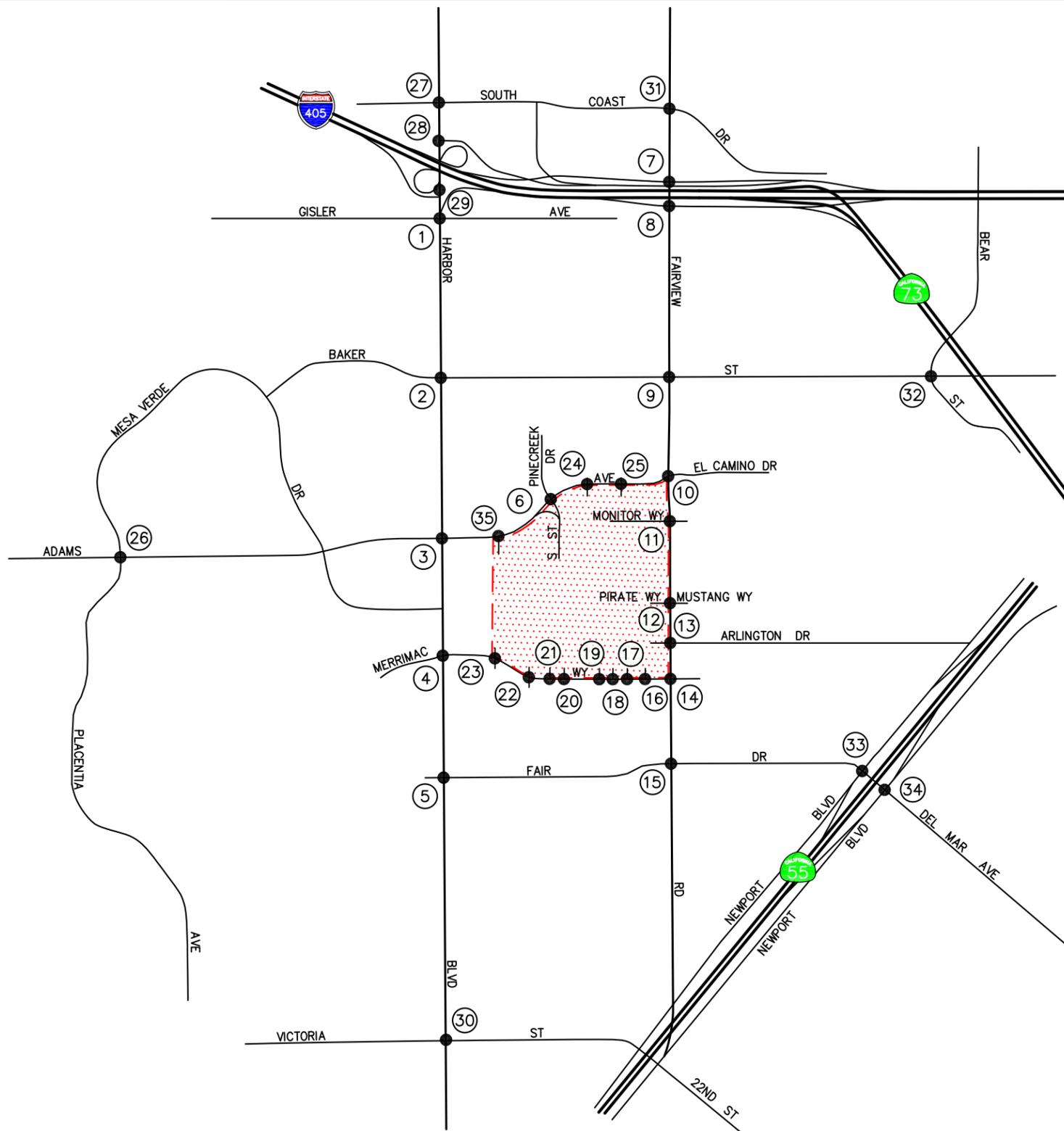
FIGURE 5-6B

PM PEAK HOUR PROJECT TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



KEY
 # = STUDY INTERSECTION
 = PROJECT SITE

FIGURE 5-7A
 EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

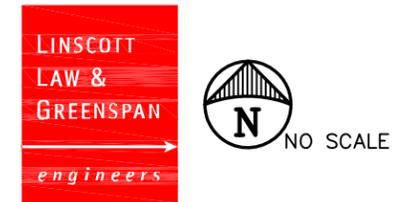
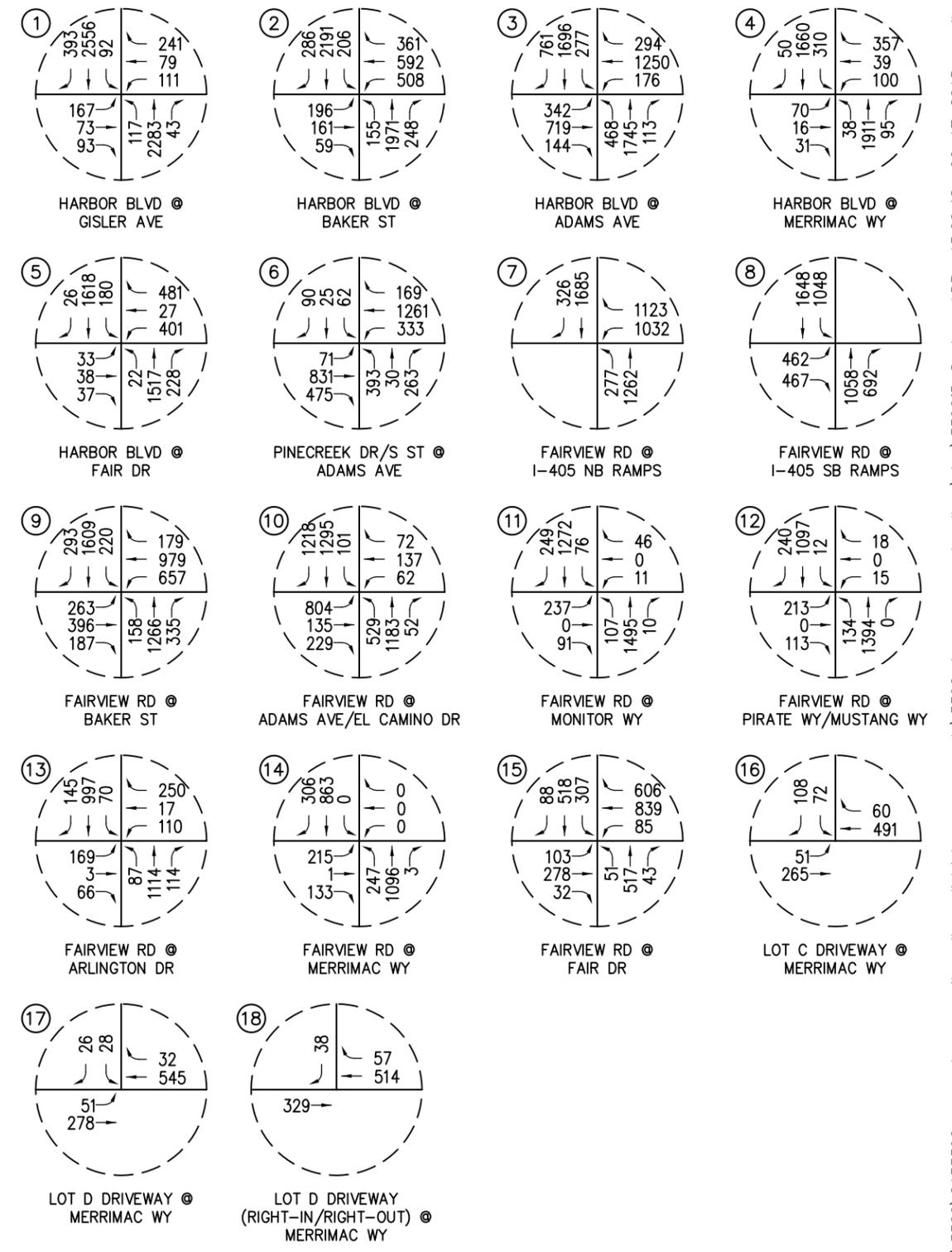
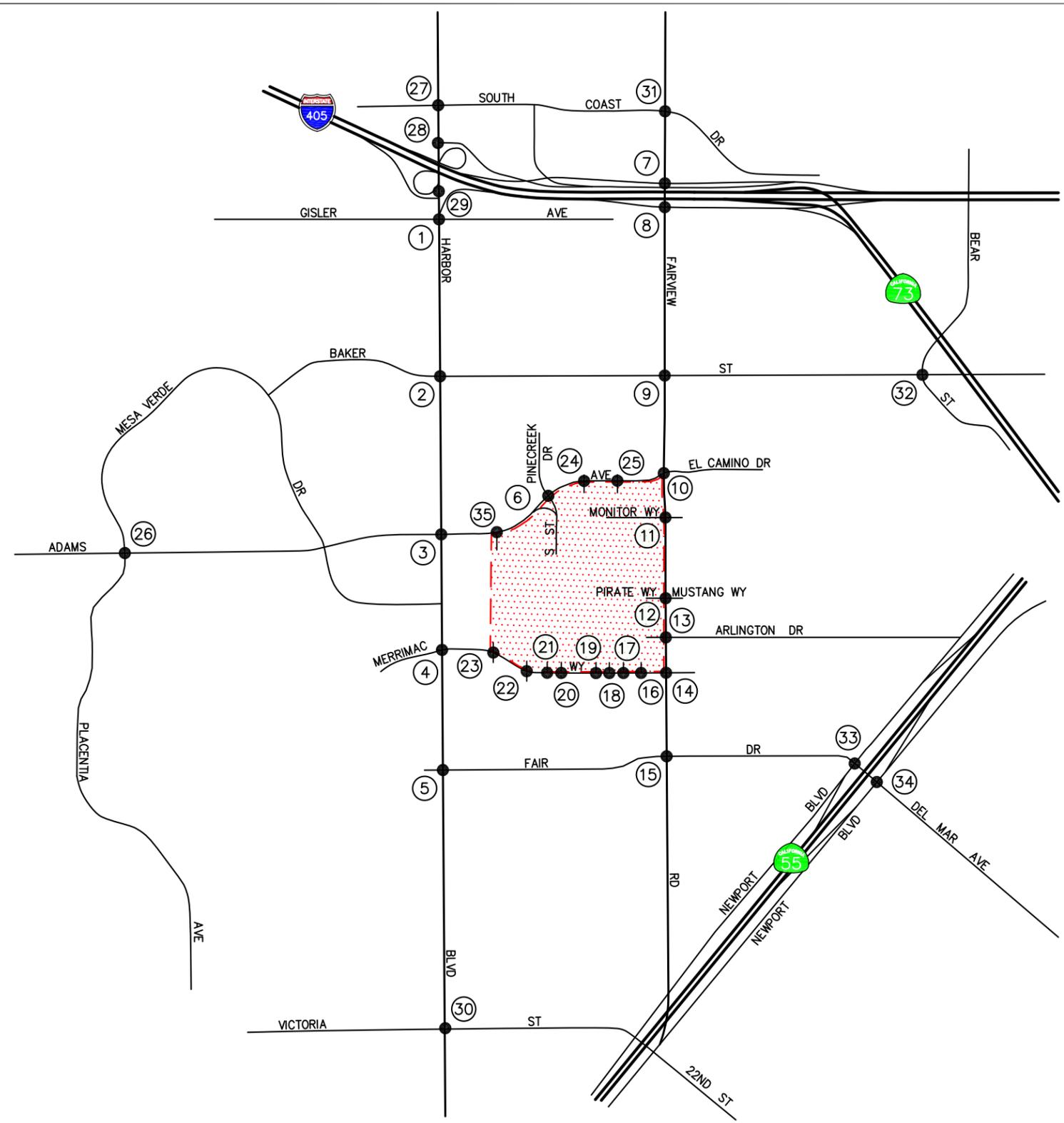


KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 5-7B

EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

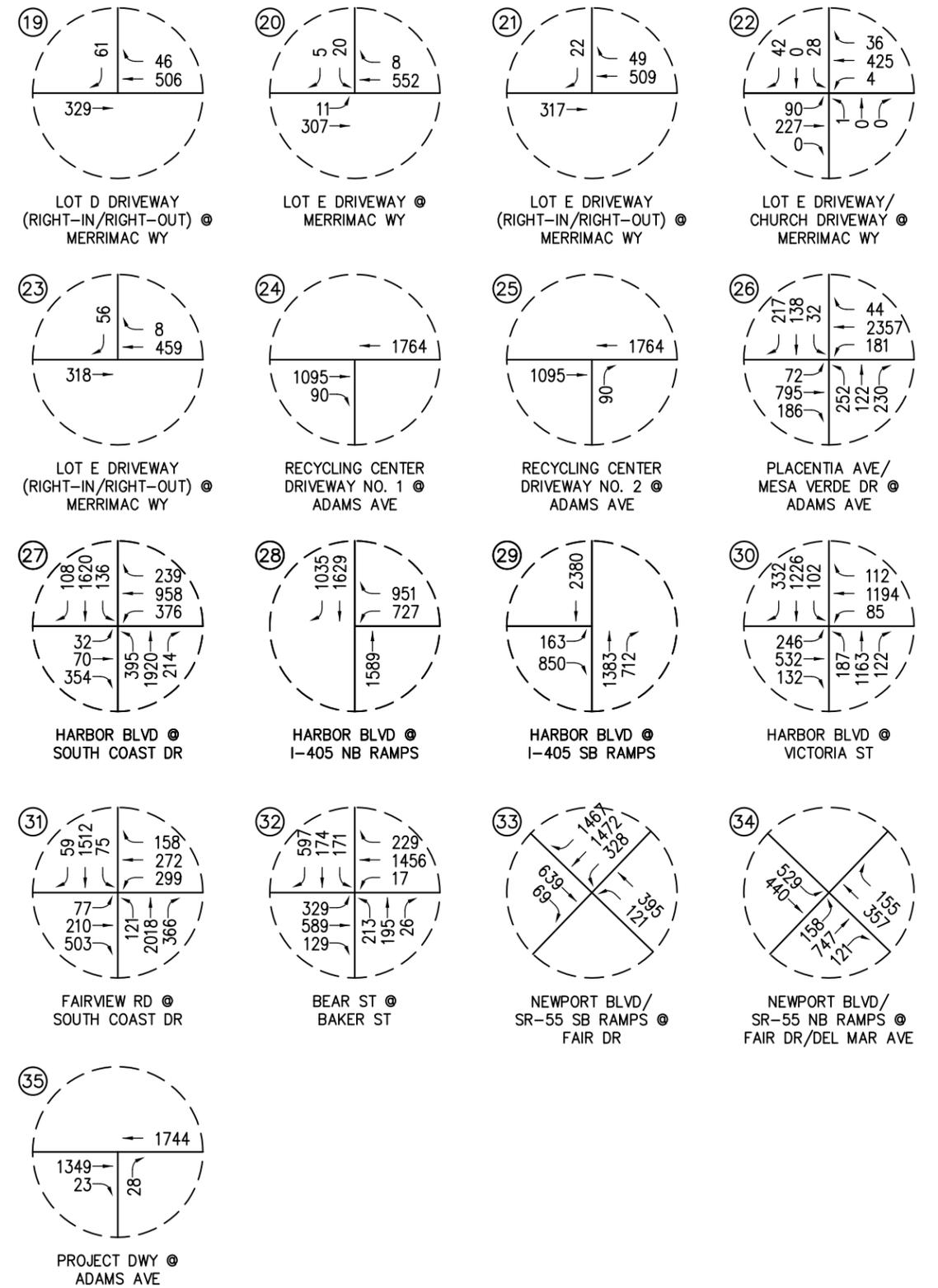
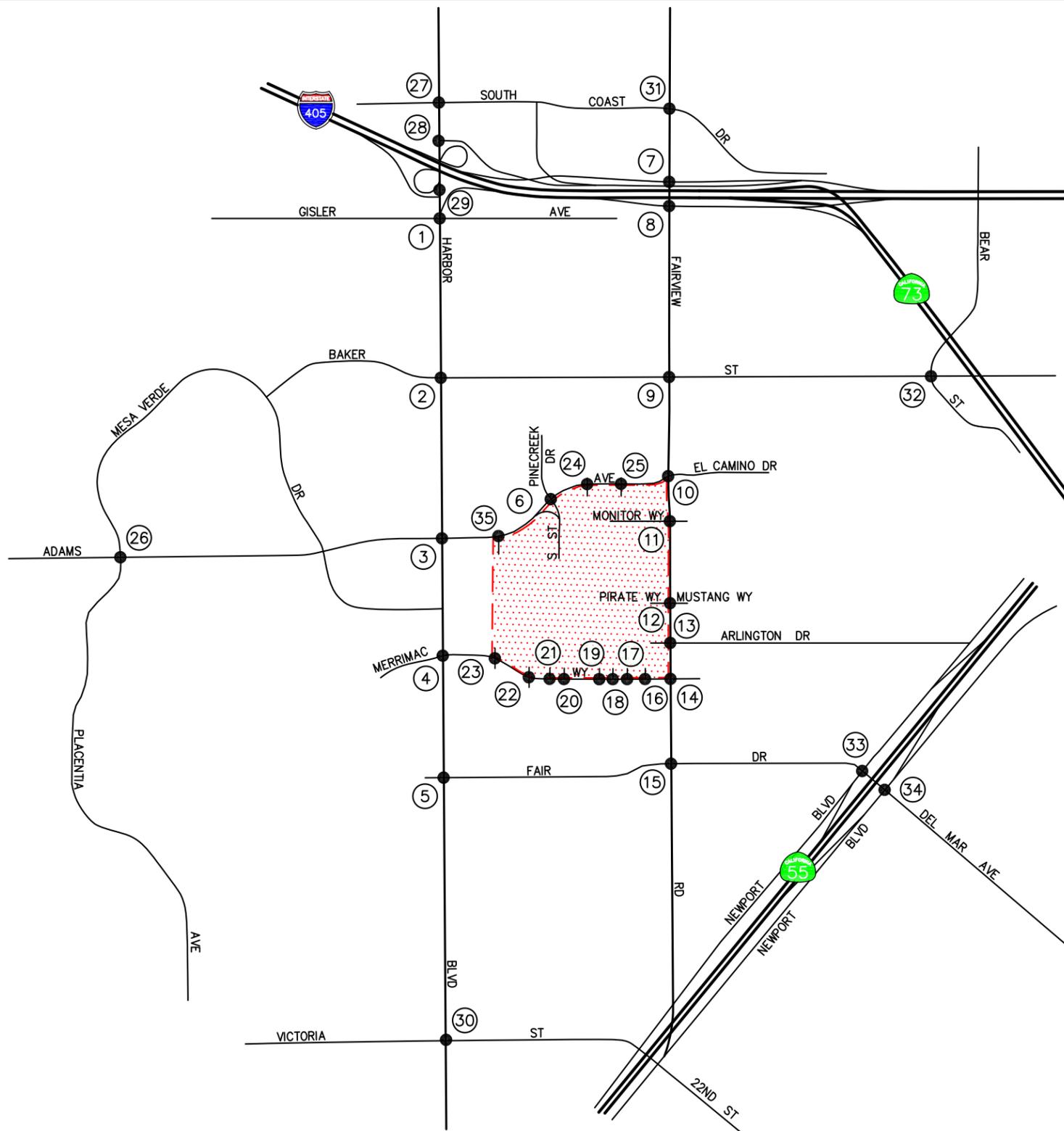
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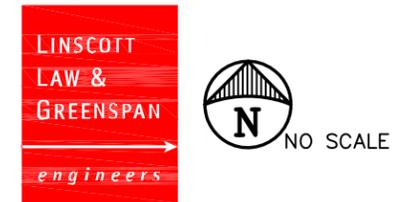
KEY
 # = STUDY INTERSECTION
 = PROJECT SITE

FIGURE 5-8A

EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



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KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 5-8B

EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1.0%) per year.

6.2 Cumulative Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) has been researched at the City of Costa Mesa and the City of Newport Beach. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are seven (7) cumulative projects in the City of Costa Mesa and one (1) cumulative project in the City of Newport Beach that have either been built, but not yet fully occupied, or are being processed for approval. These eight (8) cumulative projects have been included as part of the cumulative background setting.

Table 6-1 provides the location and a brief description for each of the eight (8) cumulative projects. **Figure 6-1** graphically illustrates the location of the cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 presents the resultant trip generation for the eight (8) cumulative projects. As shown in **Table 6-2**, the eight (8) cumulative projects are forecast to generate a combined total of 6,578 daily trips, with 418 trips (167 inbound and 251 outbound) forecast during the AM peak hour and 607 trips (289 inbound and 318 outbound) forecast during the PM peak hour.

The AM and PM peak hour traffic volumes associated with the eight (8) cumulative projects in the Year 2024 are presented in **Figures 6-2** and **6-3**, respectively.

6.3 Year 2024 Cumulative Traffic Volumes

Figures 6-4 and **6-5** present the Year 2024 AM and PM peak hour cumulative traffic volumes at the key study intersections, respectively. Please note that the cumulative traffic volumes represent the accumulation of existing traffic, ambient growth traffic and cumulative projects traffic.

Figures 6-6 and **6-7** illustrate the Year 2024 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project, respectively.

TABLE 6-1
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS⁹

No.	Cumulative Project	Location/Address	Description
<u>City of Costa Mesa Development</u>			
1.	Apartments – 421 Bernard Street	421 Bernard Street	113 Apartments
2.	Senior Apartments – 1500 Mesa Verde Drive	1500 Mesa Verde Drive	224 Senior Apartments
3.	Live/Work Units – 372 Victoria Street	372 Victoria Street	30 Live/Work Units
4.	Apartments – 125 Baker Street	125 Baker Street	240 Apartments
5.	Live/Work Units – 2025 Placentia Avenue	2025 Placentia Avenue	36 Live/Work Units
6.	Live/Work Units – 2075 Placentia Avenue	2075 Placentia Avenue	14 Live/Work Units
7.	Condominiums – 573 Victoria Street	573 Victoria Street	37 Condominiums
<u>City of Newport Beach Development</u>			
8.	Newport Executive Court	20372 Birch Street	64,928 SF Medical Office Building

⁹ Source: City of Costa Mesa and City of Newport Beach Planning Department staff.

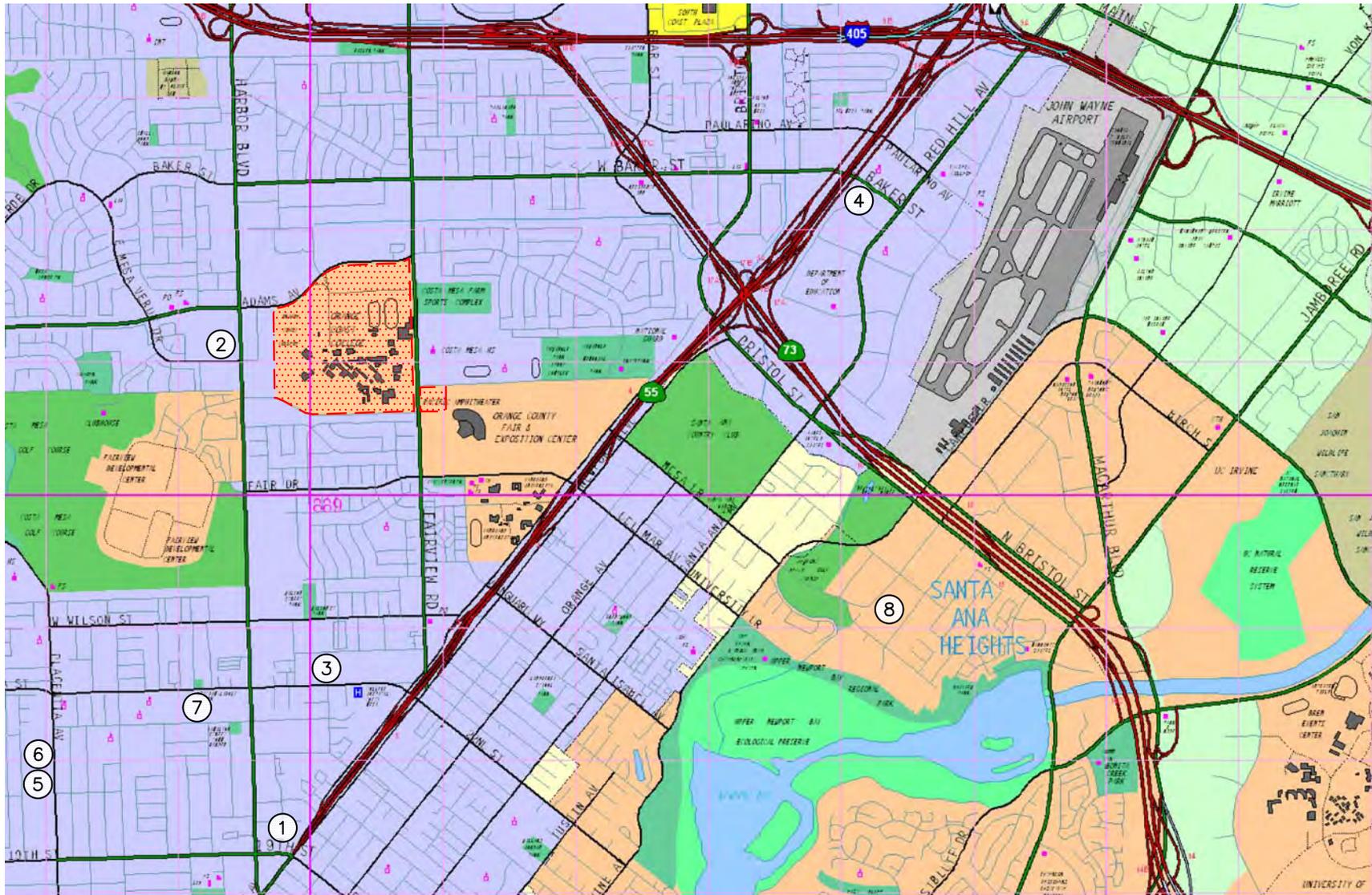
TABLE 6-2
CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST¹⁰

Related Project Description		Daily 2-Way	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
1.	Apartments – 421 Bernard Street	751	12	46	58	46	24	70
2.	Senior Apartments – 1500 Mesa Verde Drive	771	15	30	45	30	26	56
3.	Live/Work Units – 372 Victoria Street	174	2	11	13	11	5	16
4.	Apartments – 125 Baker Street ¹¹	1,090	-29	94	65	74	18	92
5.	Live/Work Units – 2025 Placentia Avenue	209	3	13	16	13	6	19
6.	Live/Work Units – 2075 Placentia Avenue	108	5	5	10	5	5	10
7.	Condominiums – 573 Victoria Street	215	3	13	16	13	6	19
8.	Newport Executive Court ¹²	3,260	156	39	195	97	228	325
Cumulative Projects Trip Generation Potential		6,578	167	251	418	289	318	607

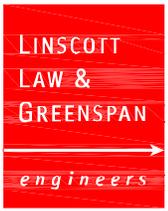
¹⁰ Unless otherwise noted, Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2012)].

¹¹ Source: *Traffic Impact Analysis Report for 125 Baker Street Apartments*, prepared by LLG Irvine (July 2013).

¹² Source: *Traffic Impact Analysis Report for Newport Executive Court*, prepared by Kimley-Horn and Associates.



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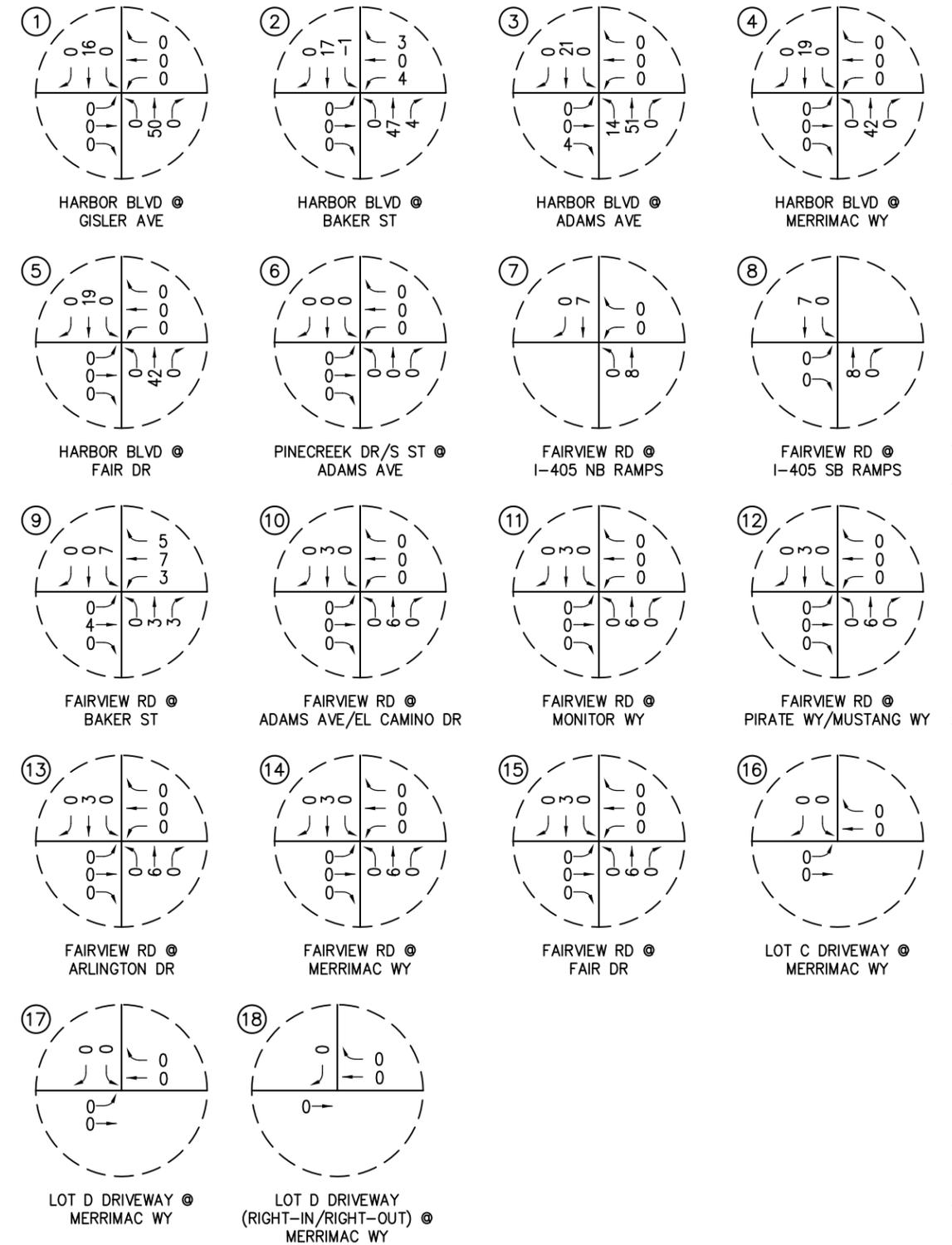
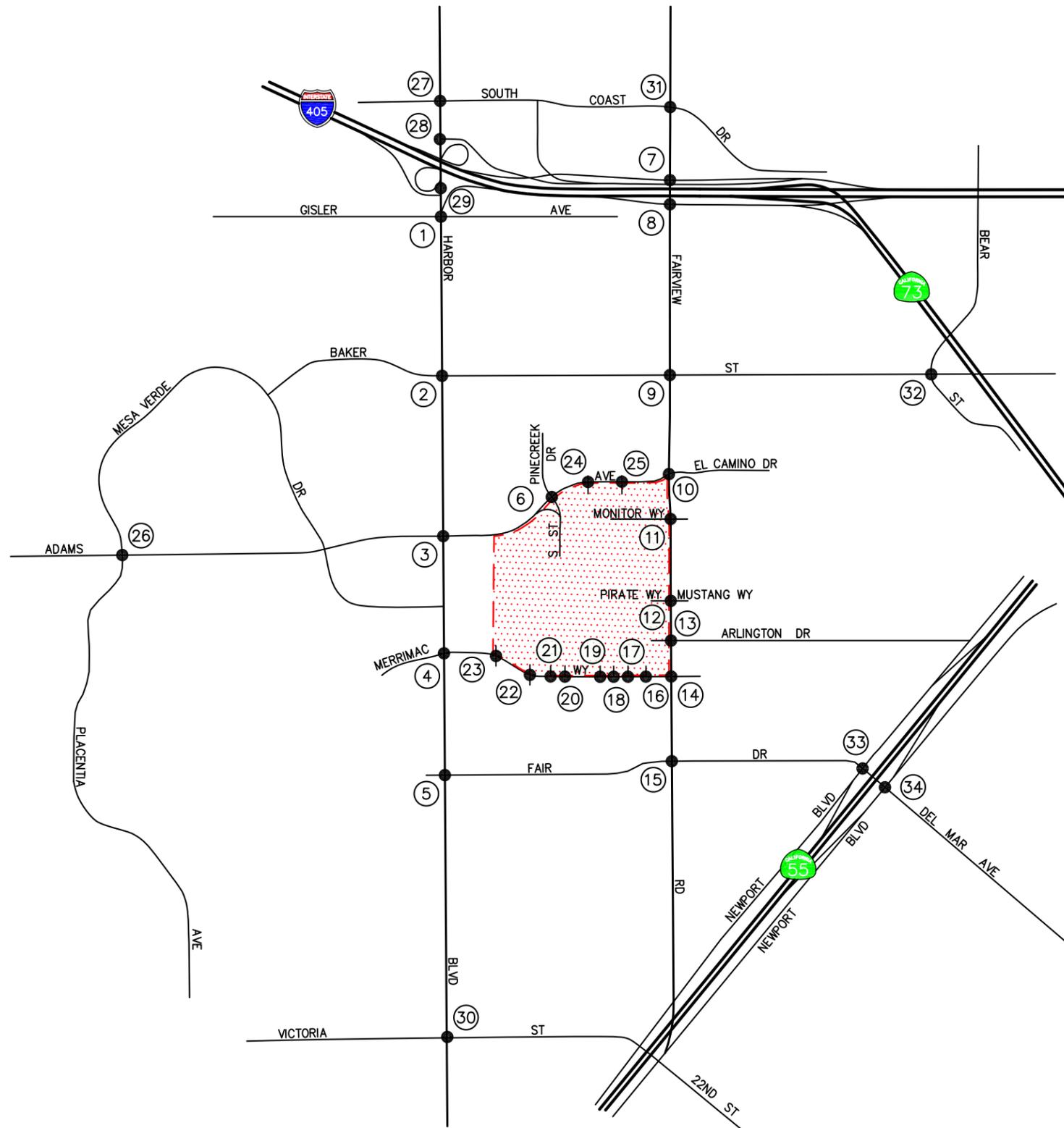
SOURCE: THOMAS BROS

KEY

- # = RELATED PROJECT LOCATION
- = PROJECT SITE

FIGURE 6-1

LOCATION OF CUMULATIVE PROJECTS
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



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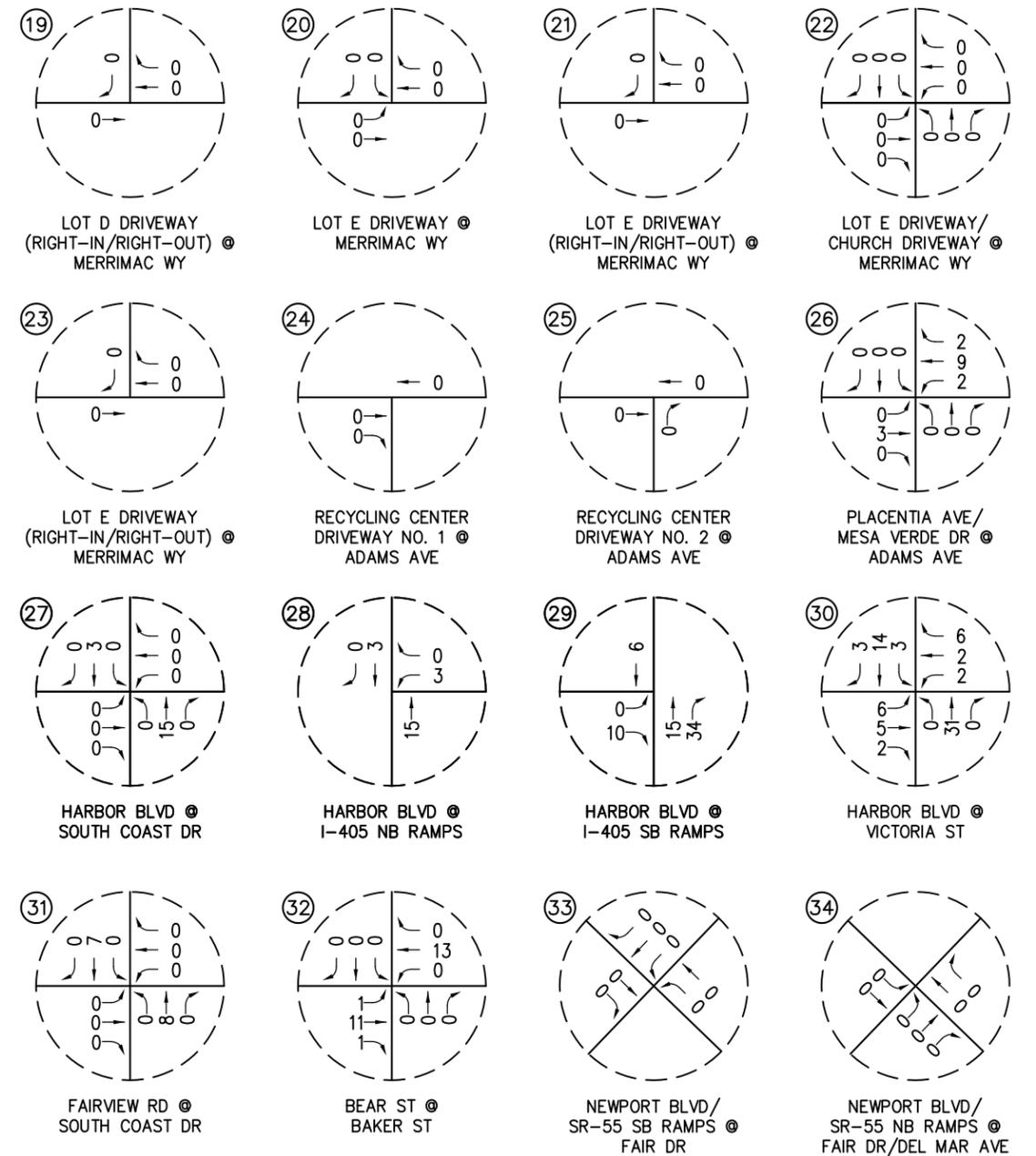
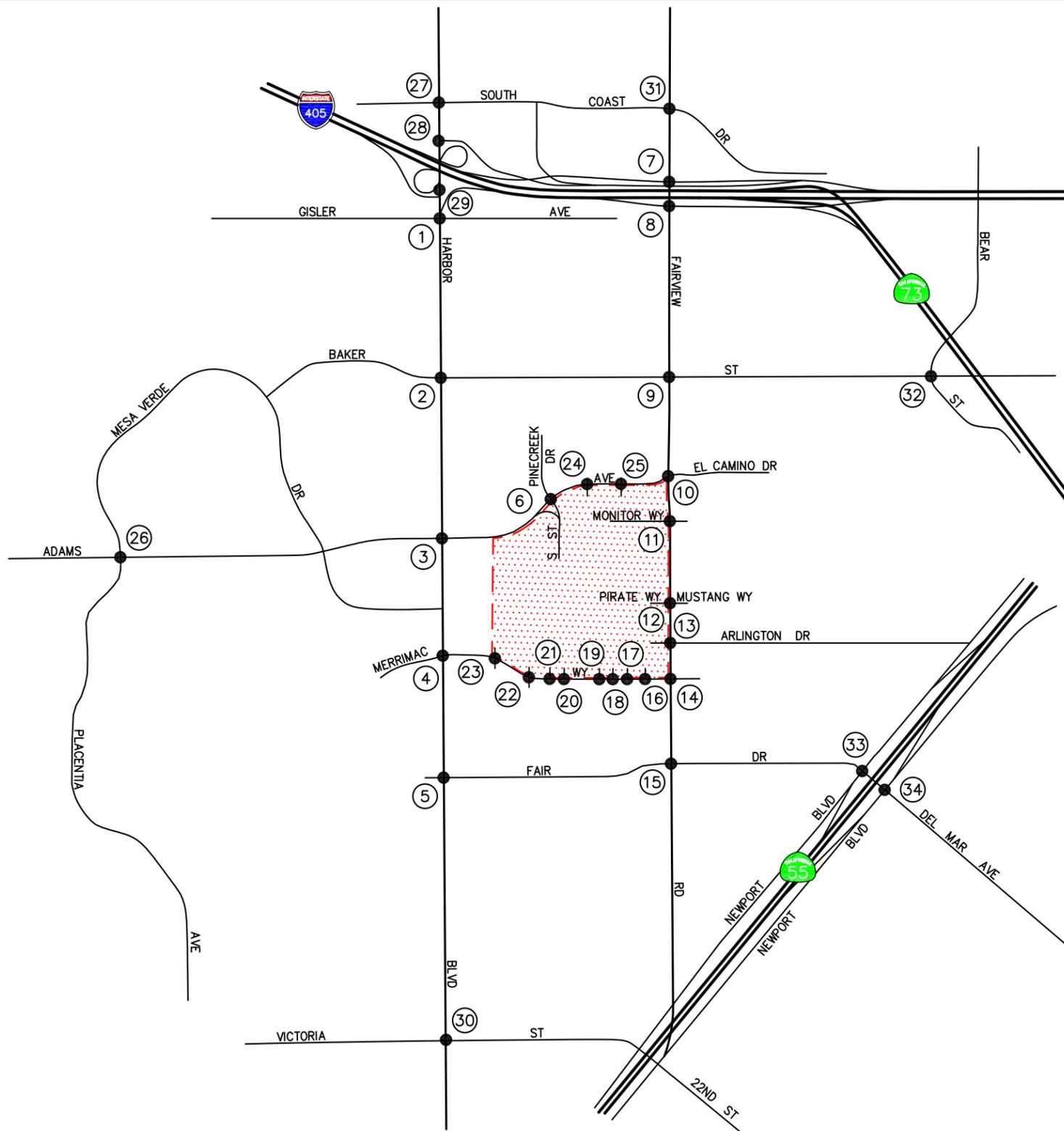
KEY

- # = STUDY INTERSECTION
- [Red Dotted Area] = PROJECT SITE



FIGURE 6-2A

AM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES
ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



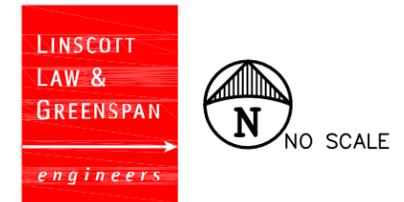
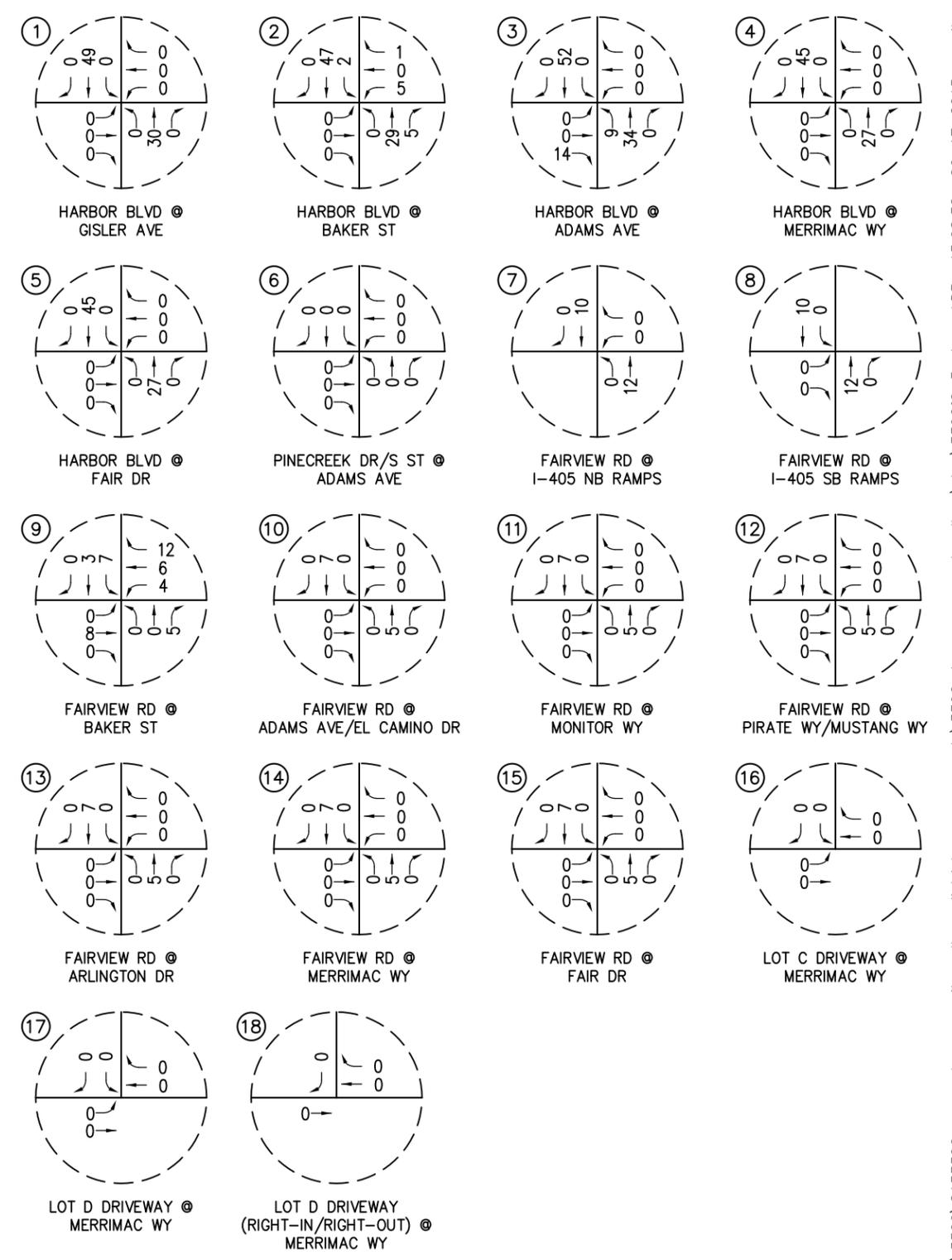
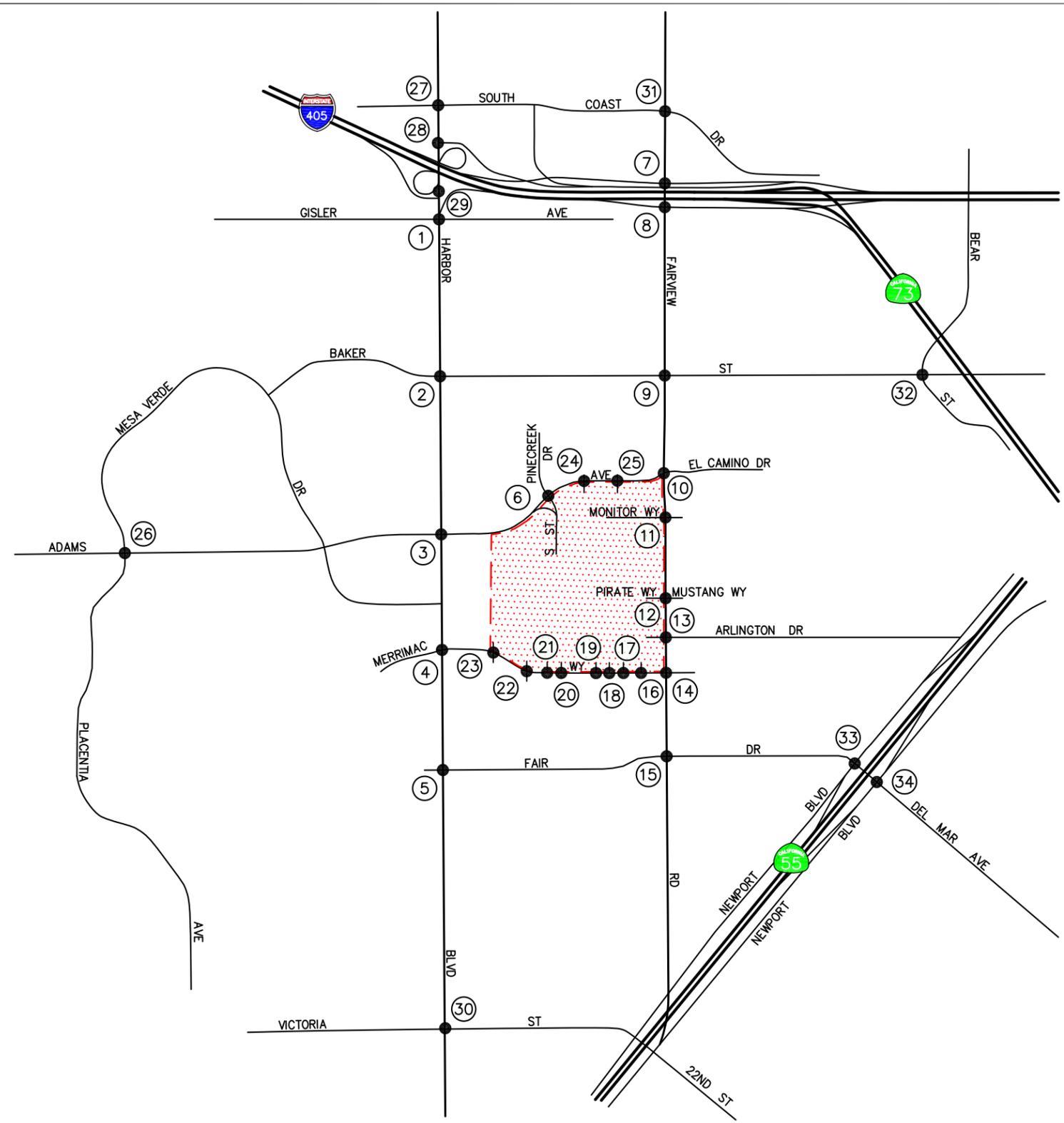
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KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 6-2B

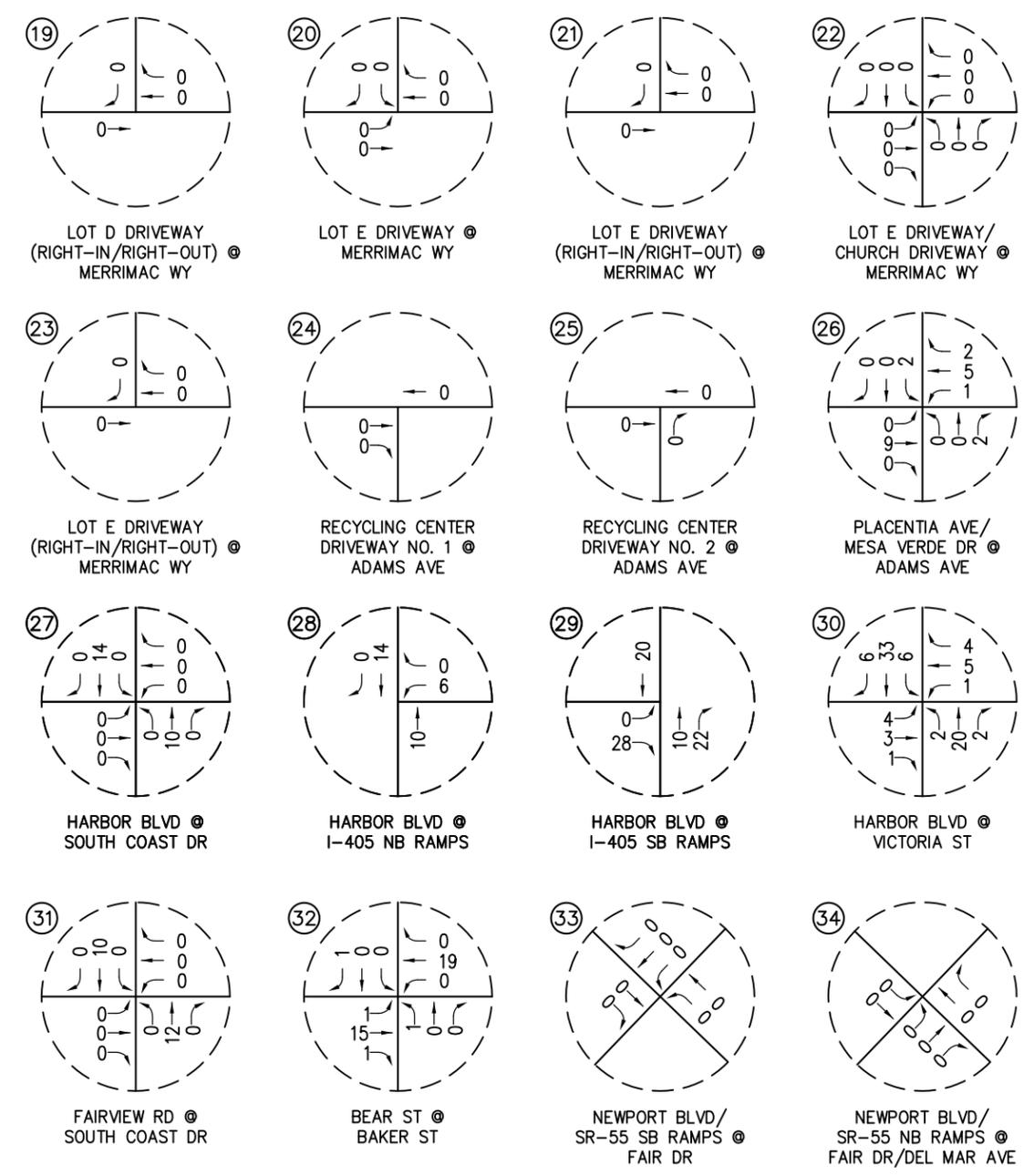
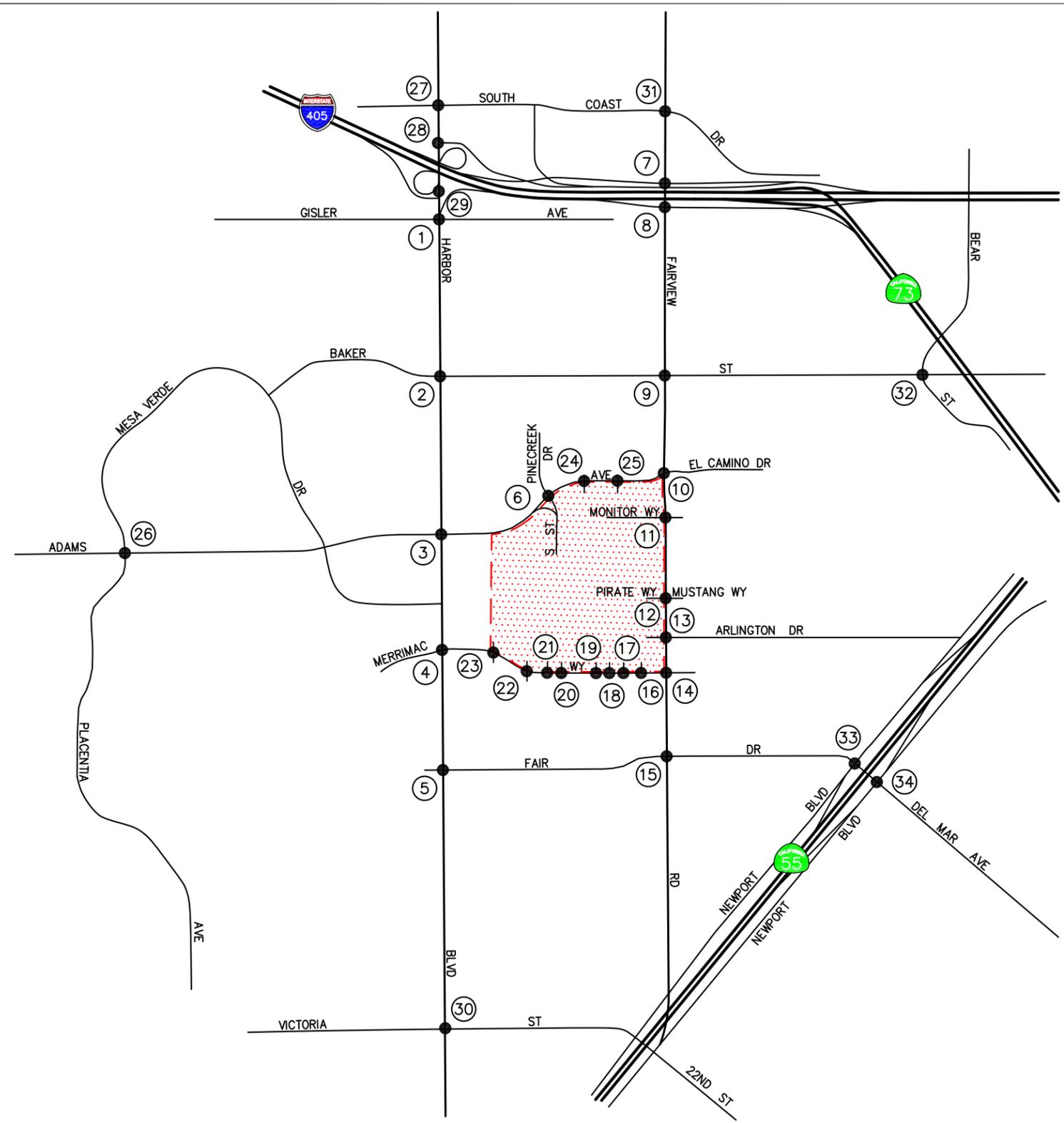
AM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



KEY
 # = STUDY INTERSECTION
 = PROJECT SITE

FIGURE 6-3A

PM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



KEY
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 = PROJECT SITE

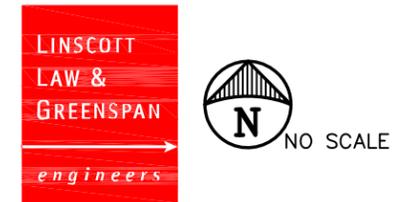
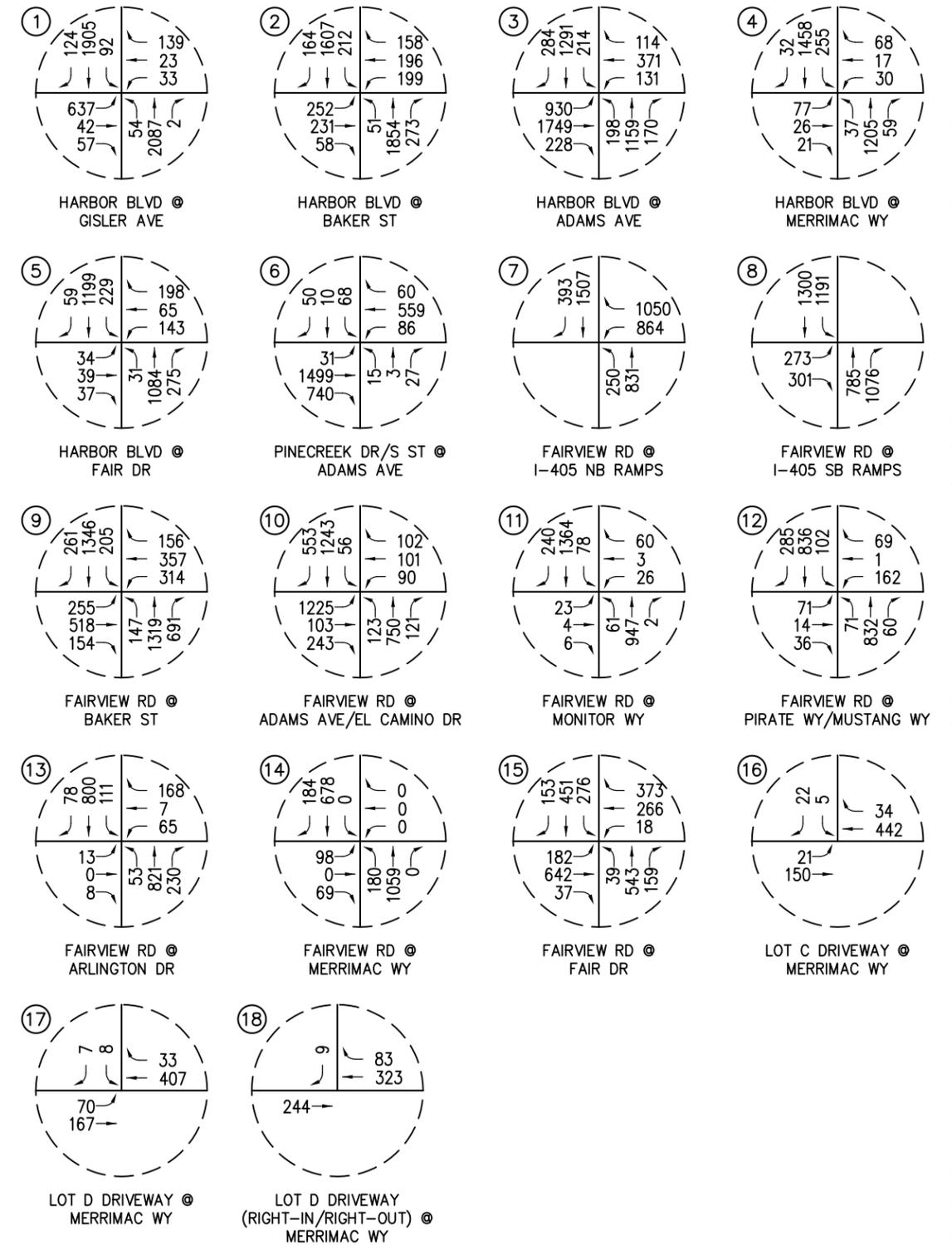
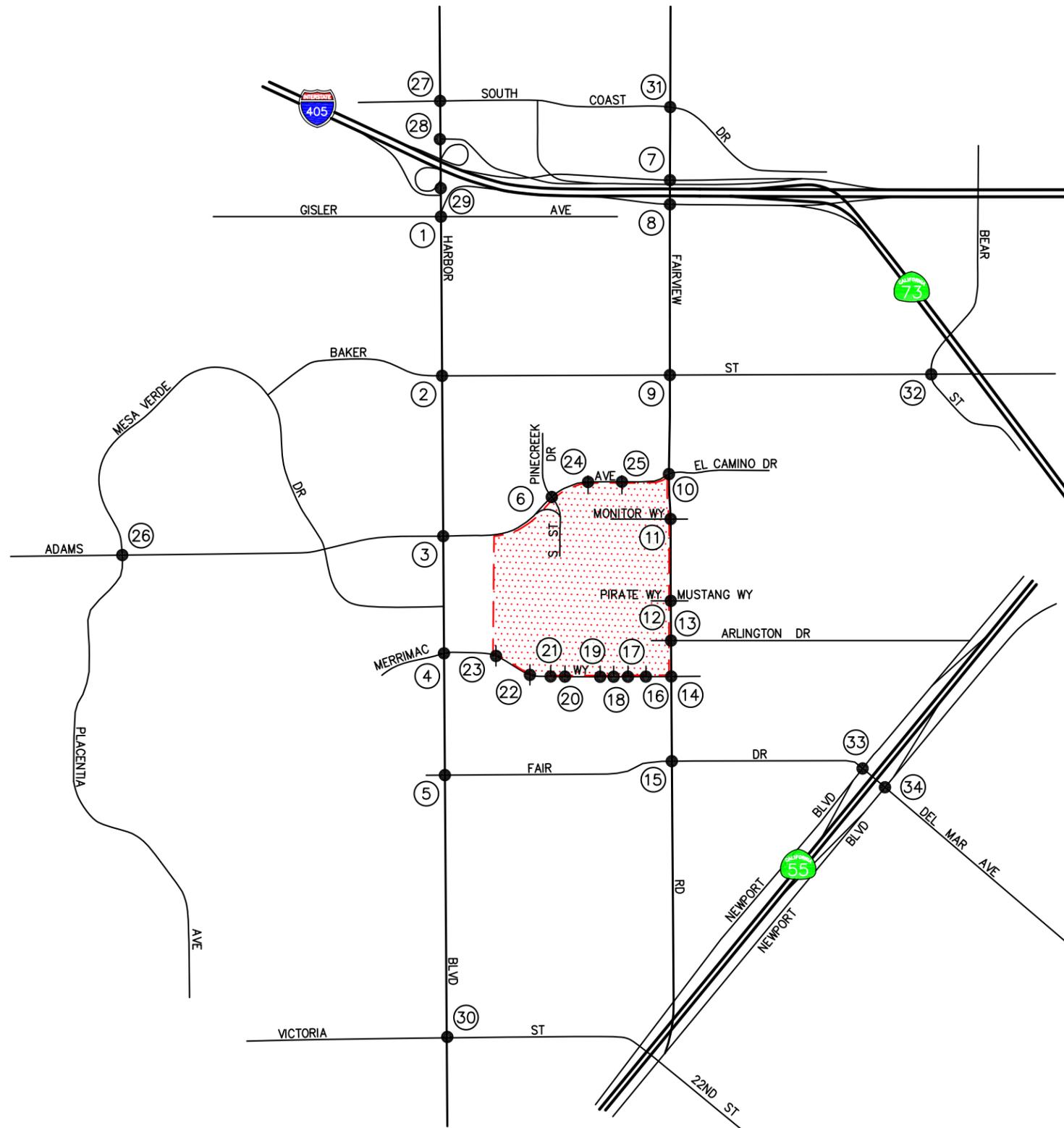


FIGURE 6-3B
 PM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



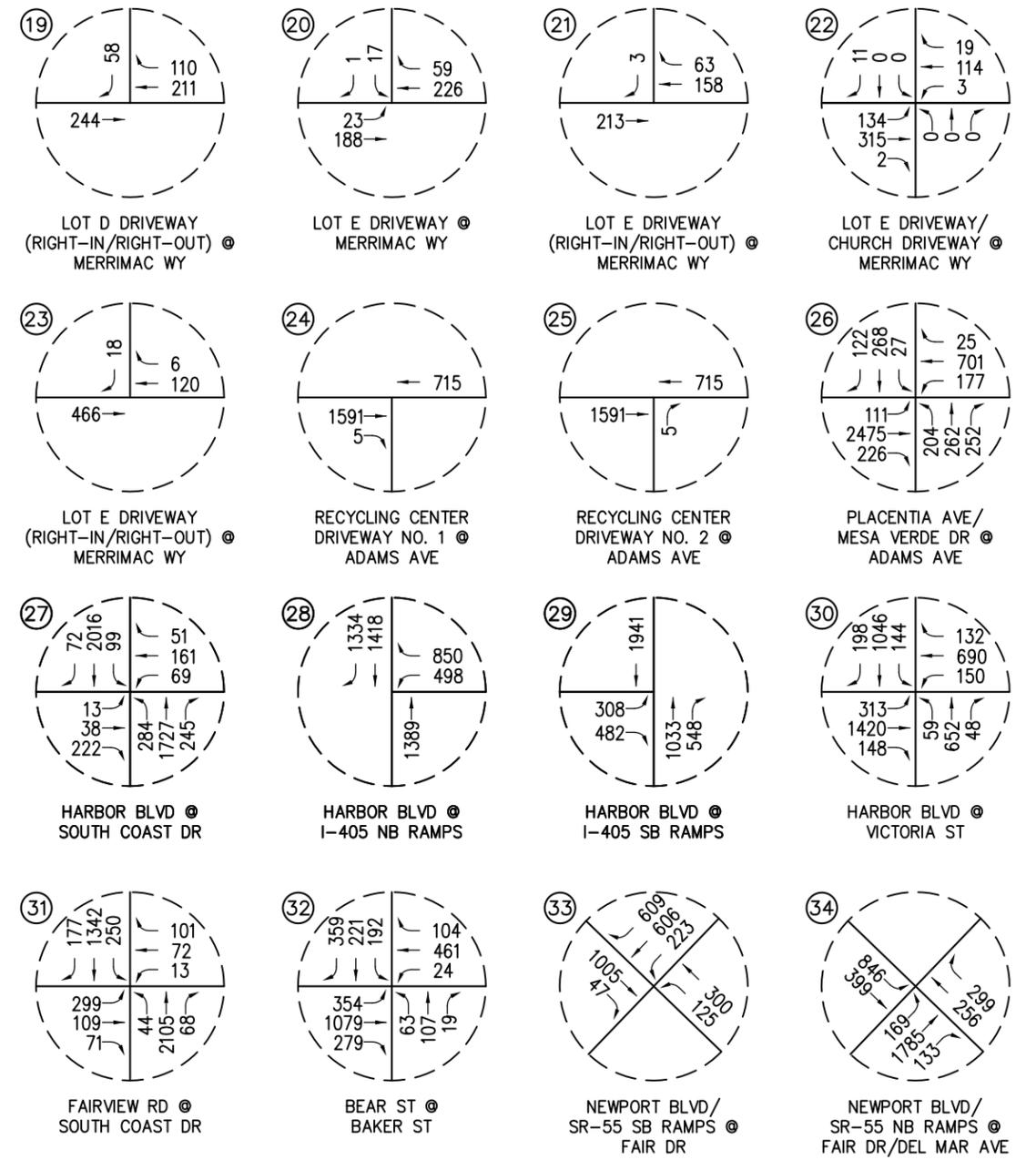
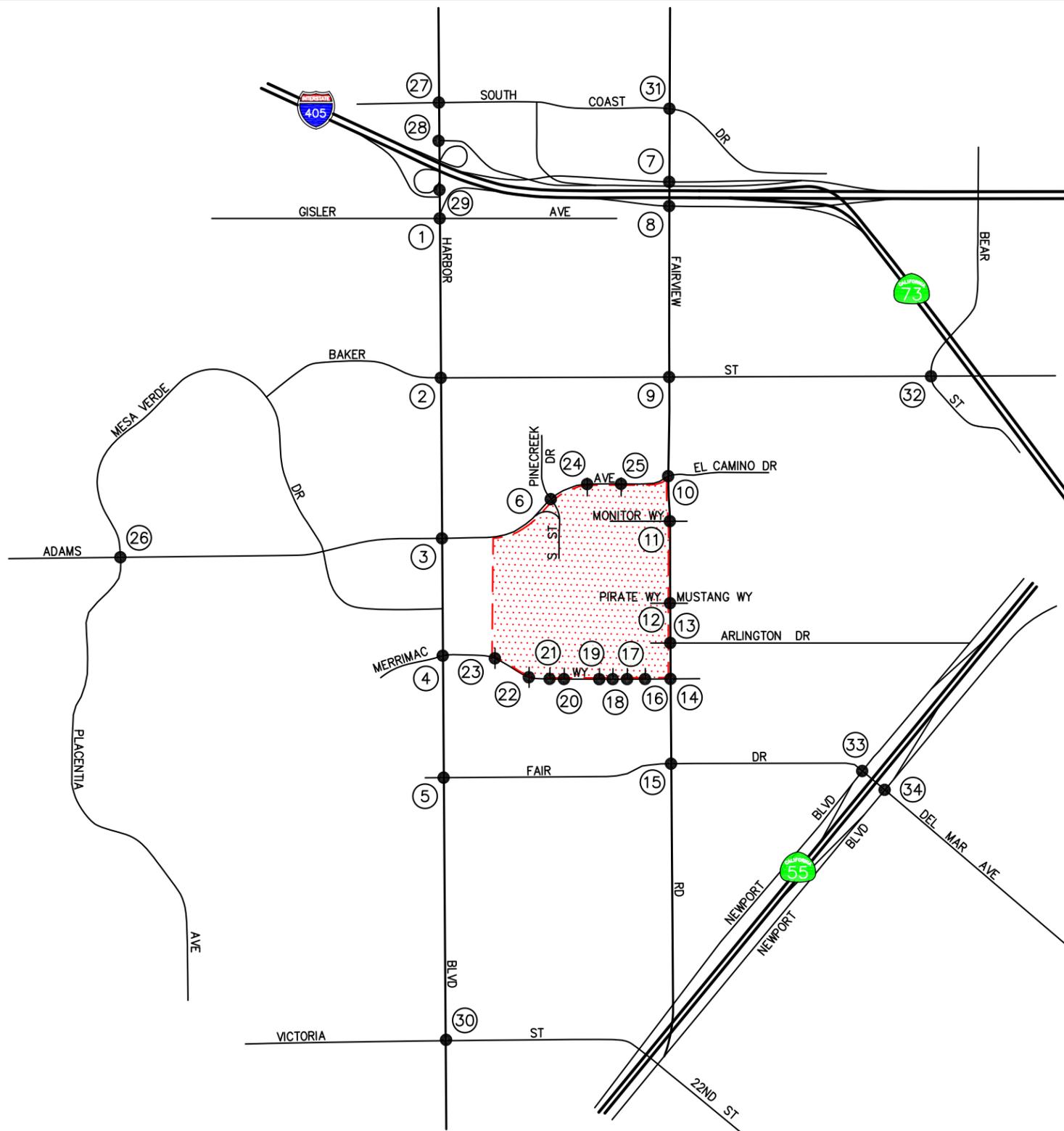
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KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 6-4A

YEAR 2024 CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



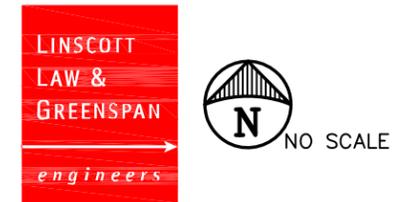
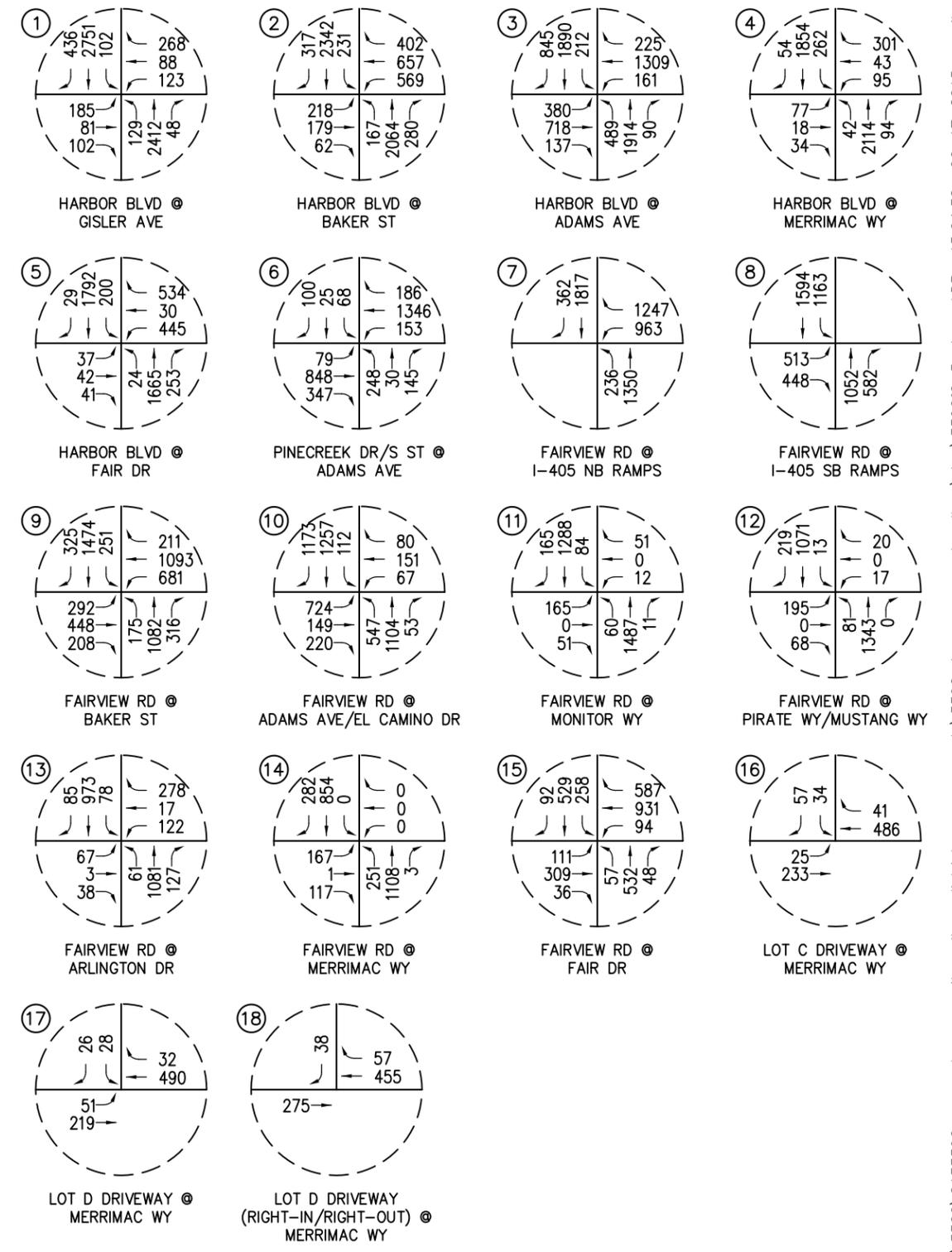
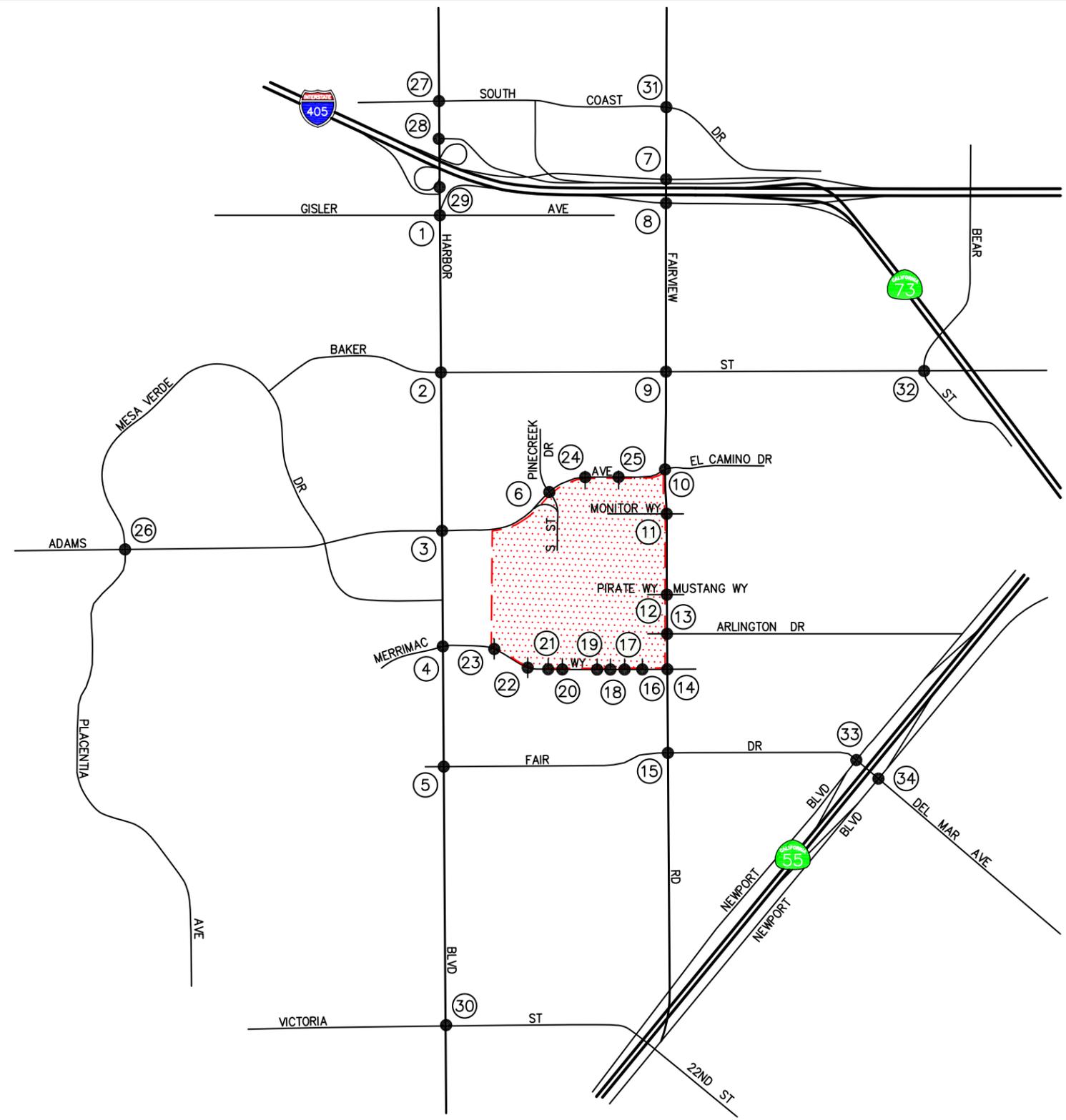
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KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 6-4B

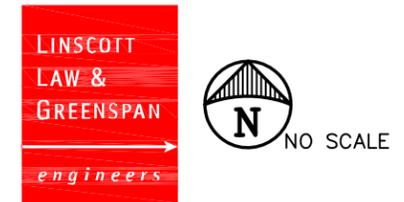
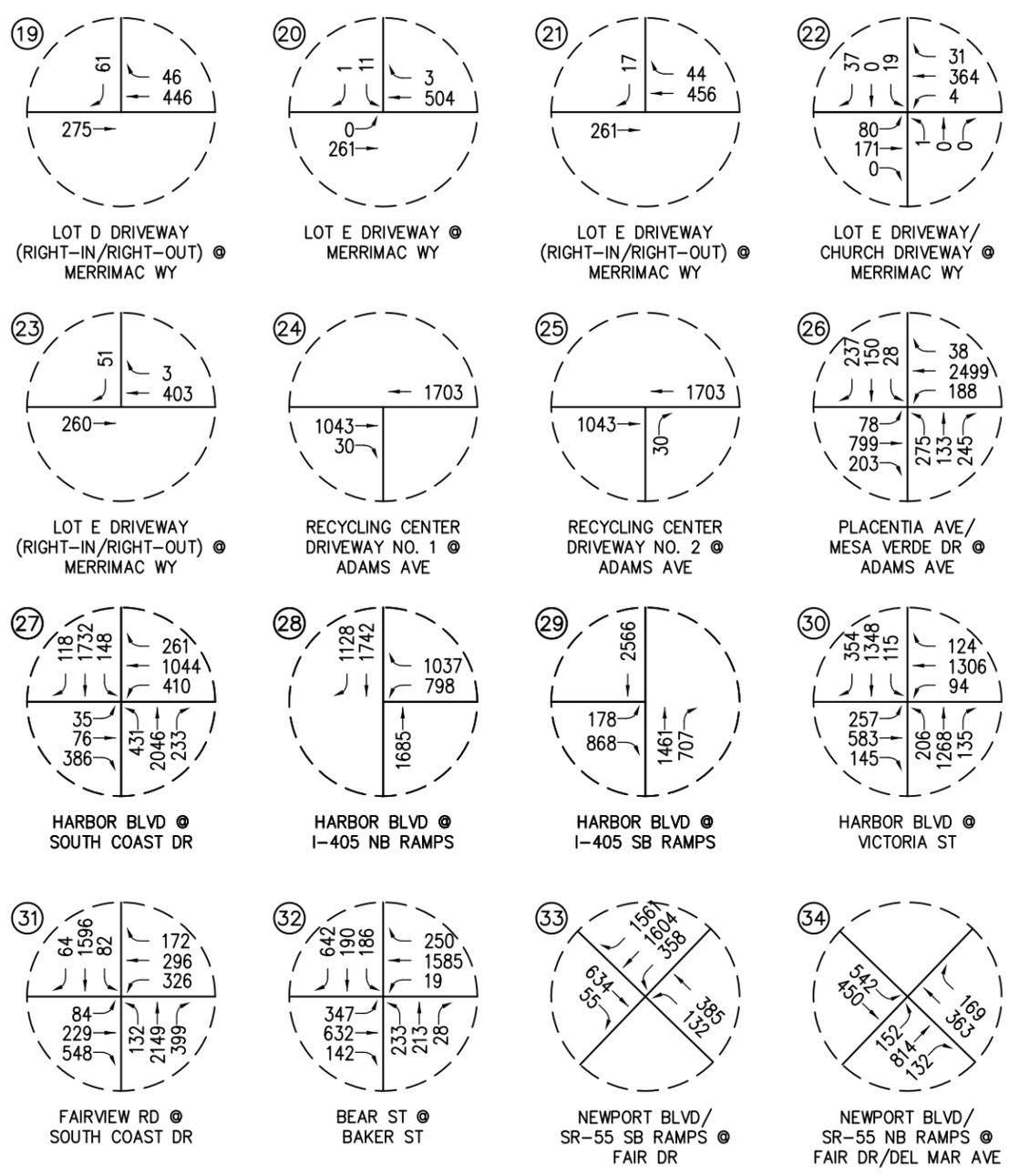
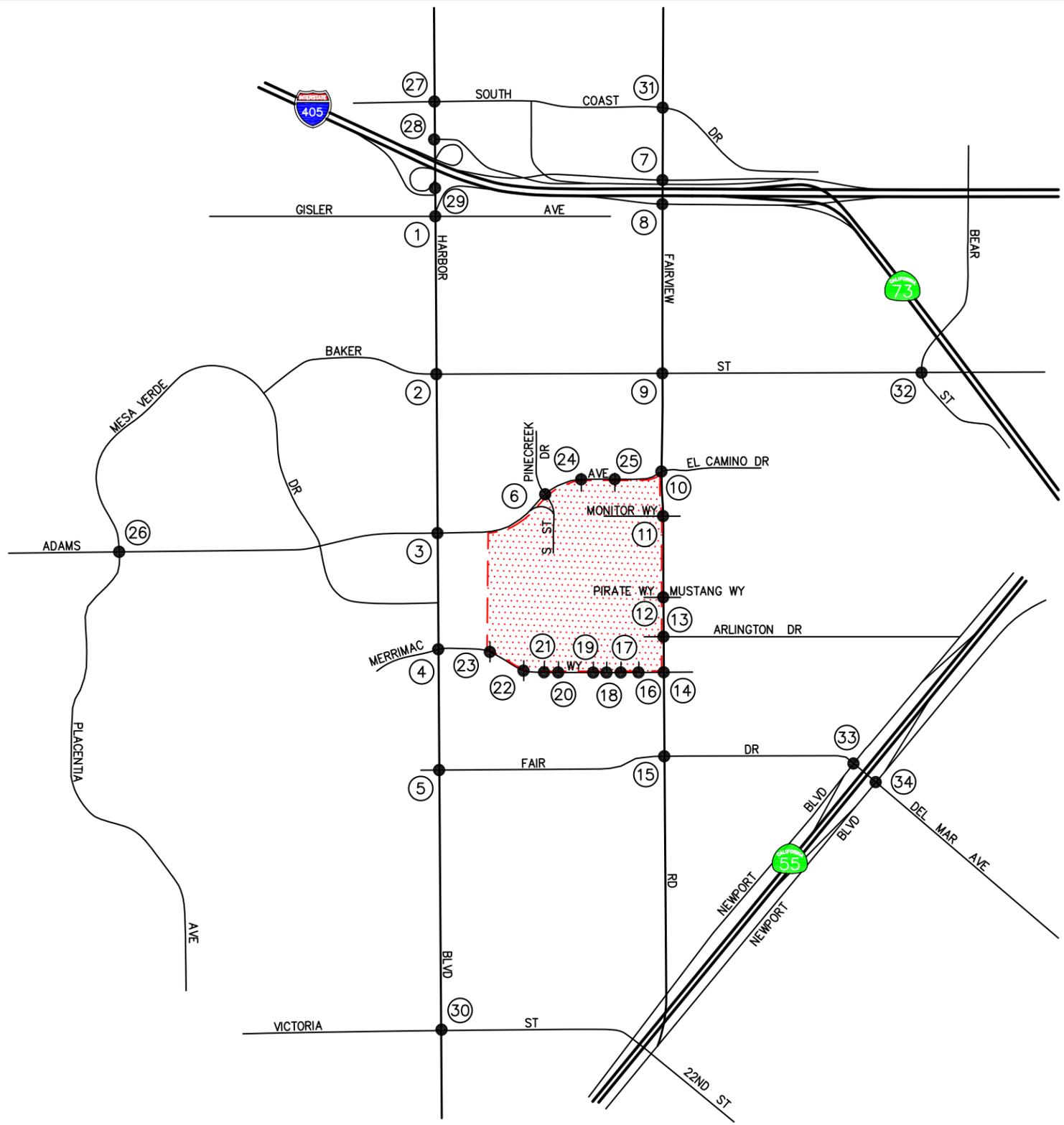
YEAR 2024 CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



KEY
 # = STUDY INTERSECTION
 = PROJECT SITE

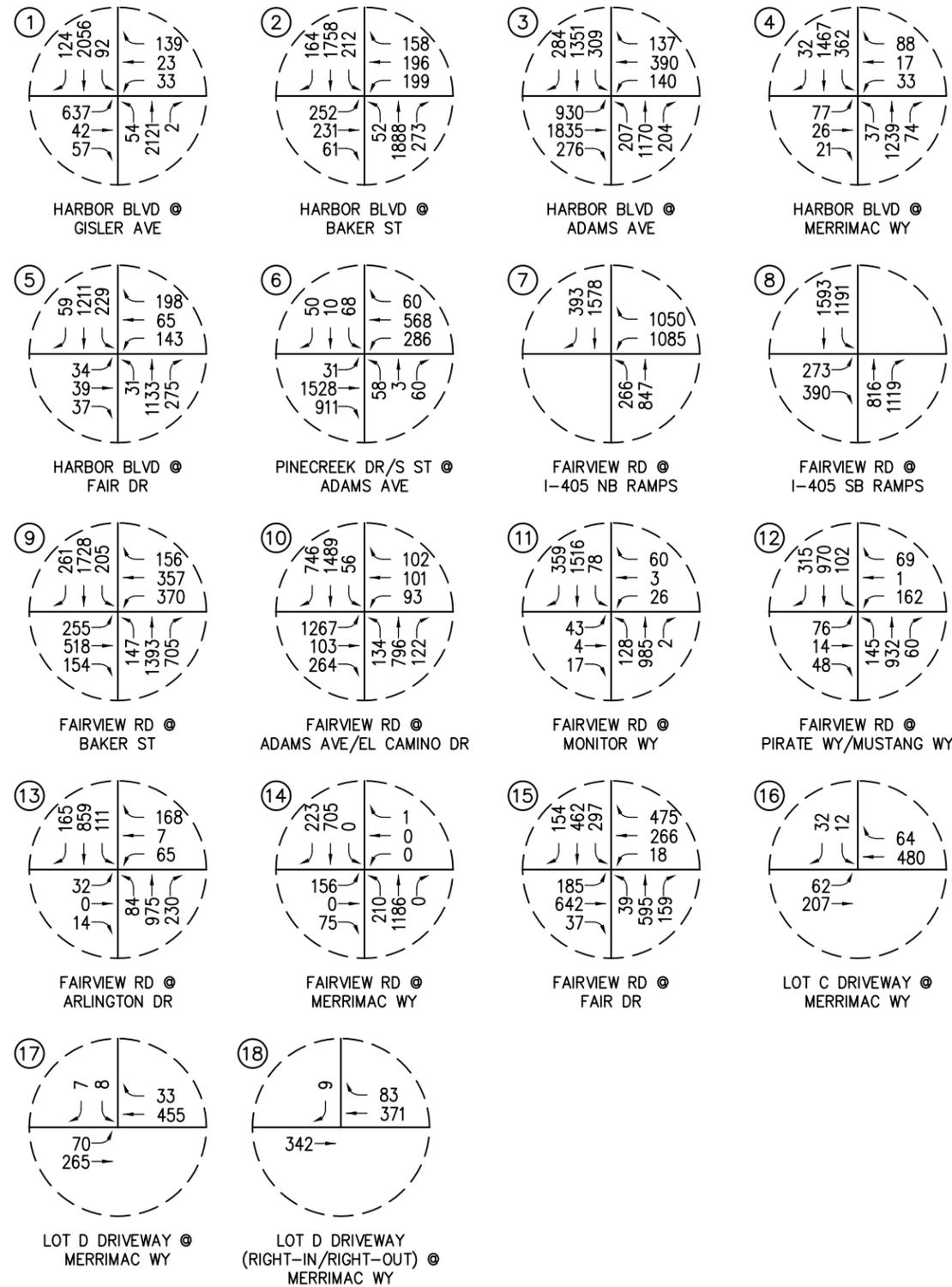
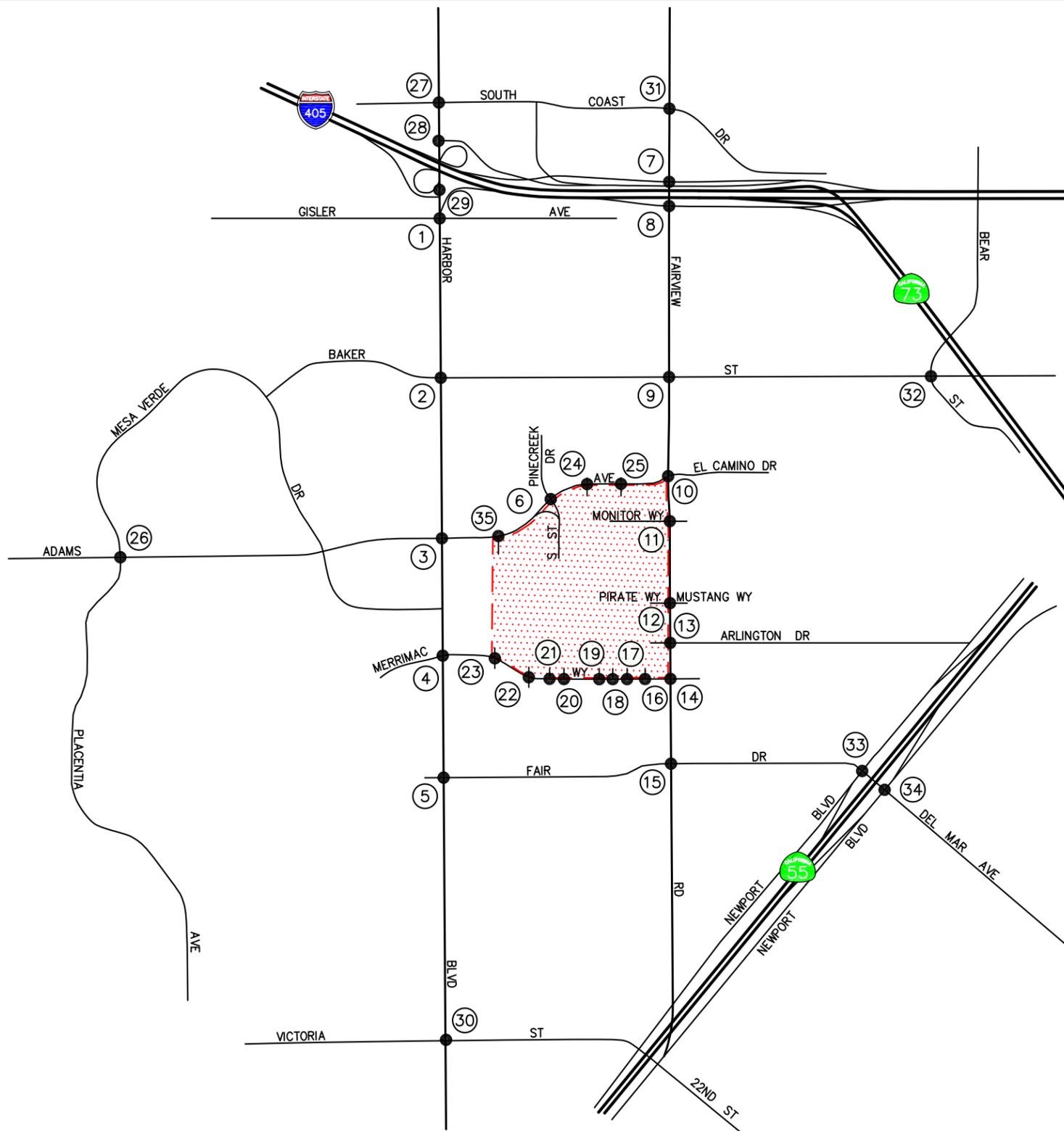
FIGURE 6-5A

YEAR 2024 CUMULATIVE PM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



KEY
 # = STUDY INTERSECTION
 = PROJECT SITE

FIGURE 6-5B
 YEAR 2024 CUMULATIVE PM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



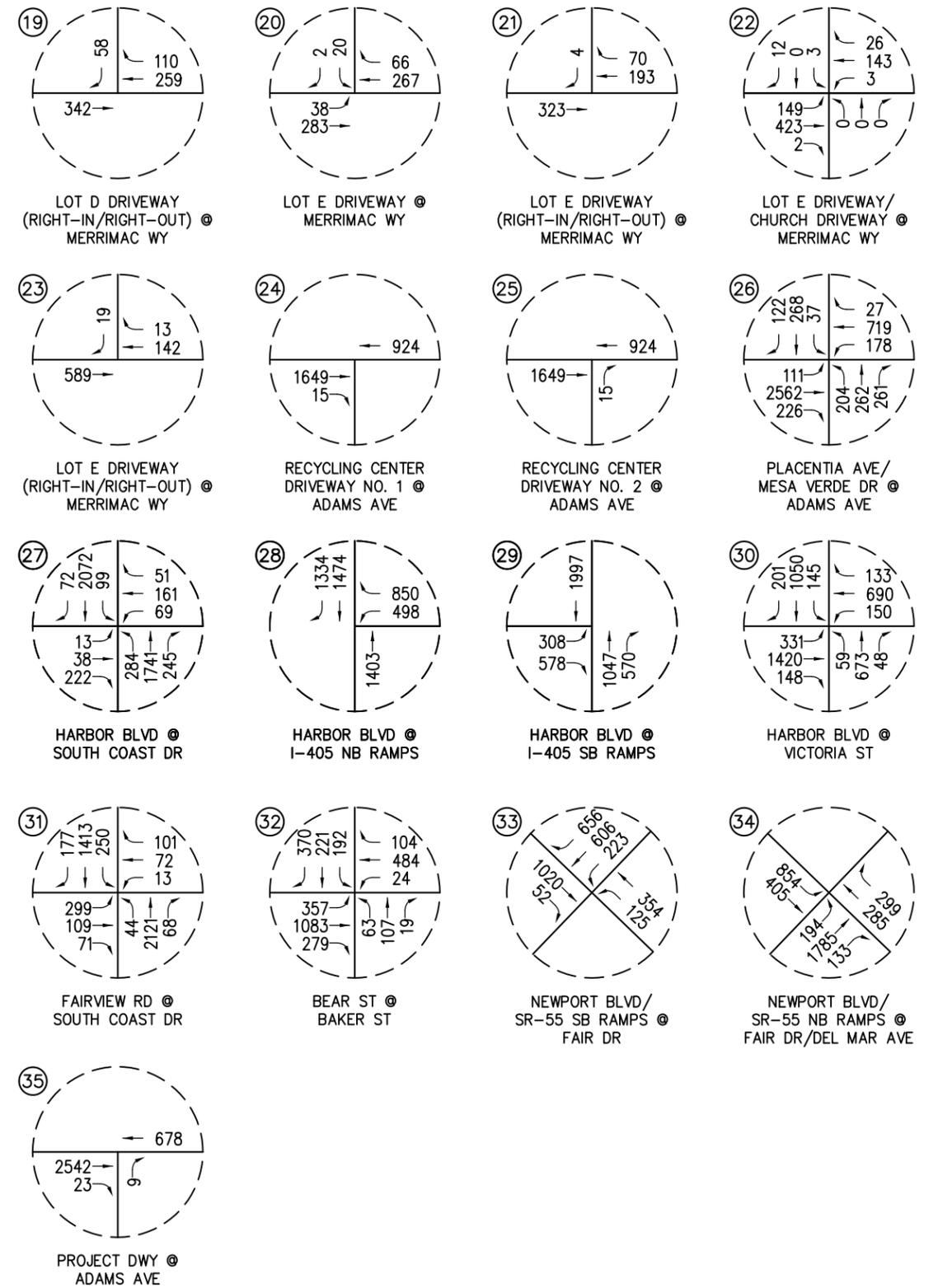
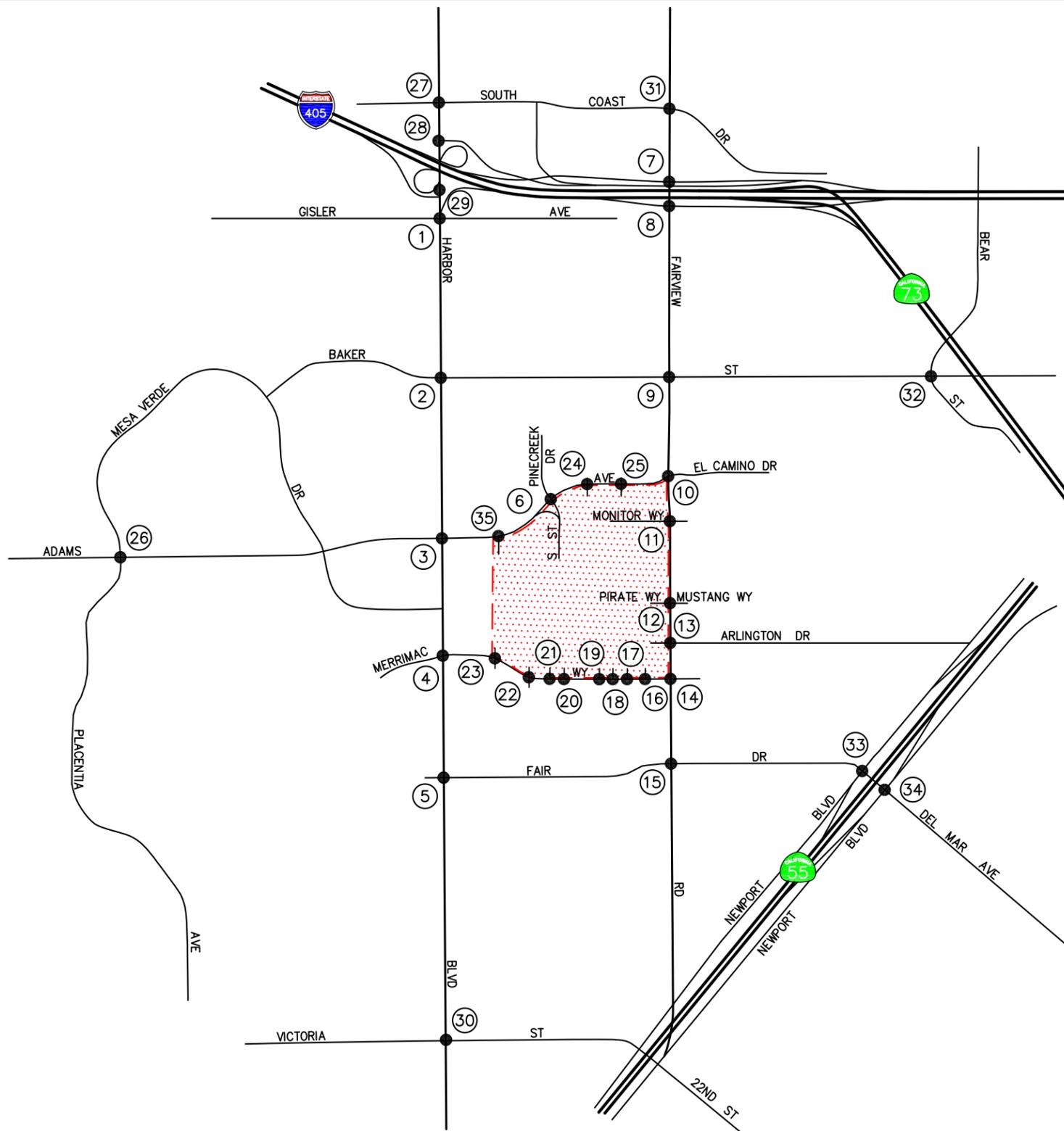
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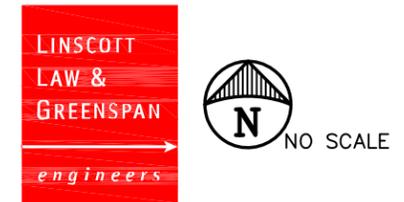
KEY
 # = STUDY INTERSECTION
 [Red Dotted Box] = PROJECT SITE

FIGURE 6-6A

YEAR 2024 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



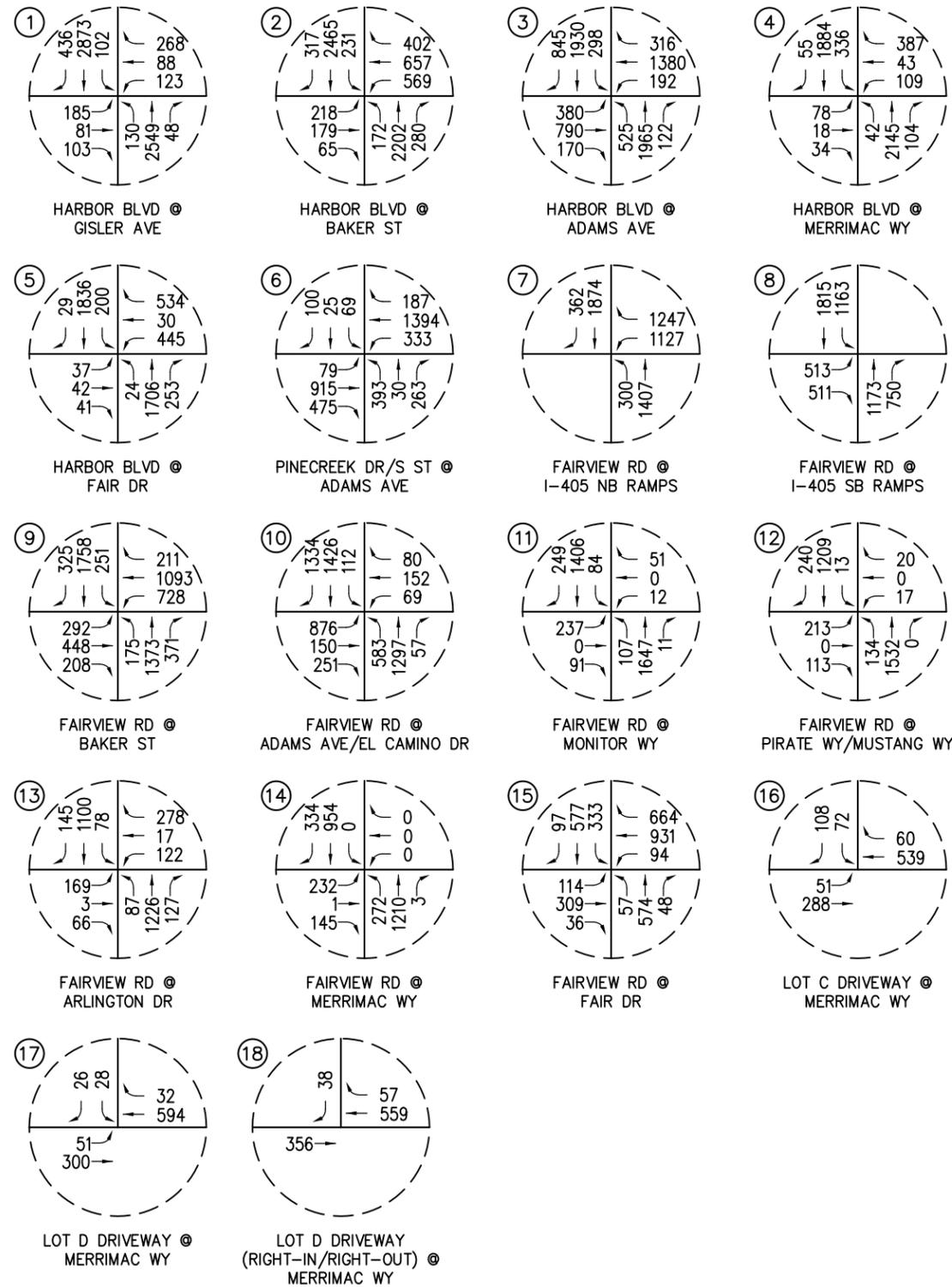
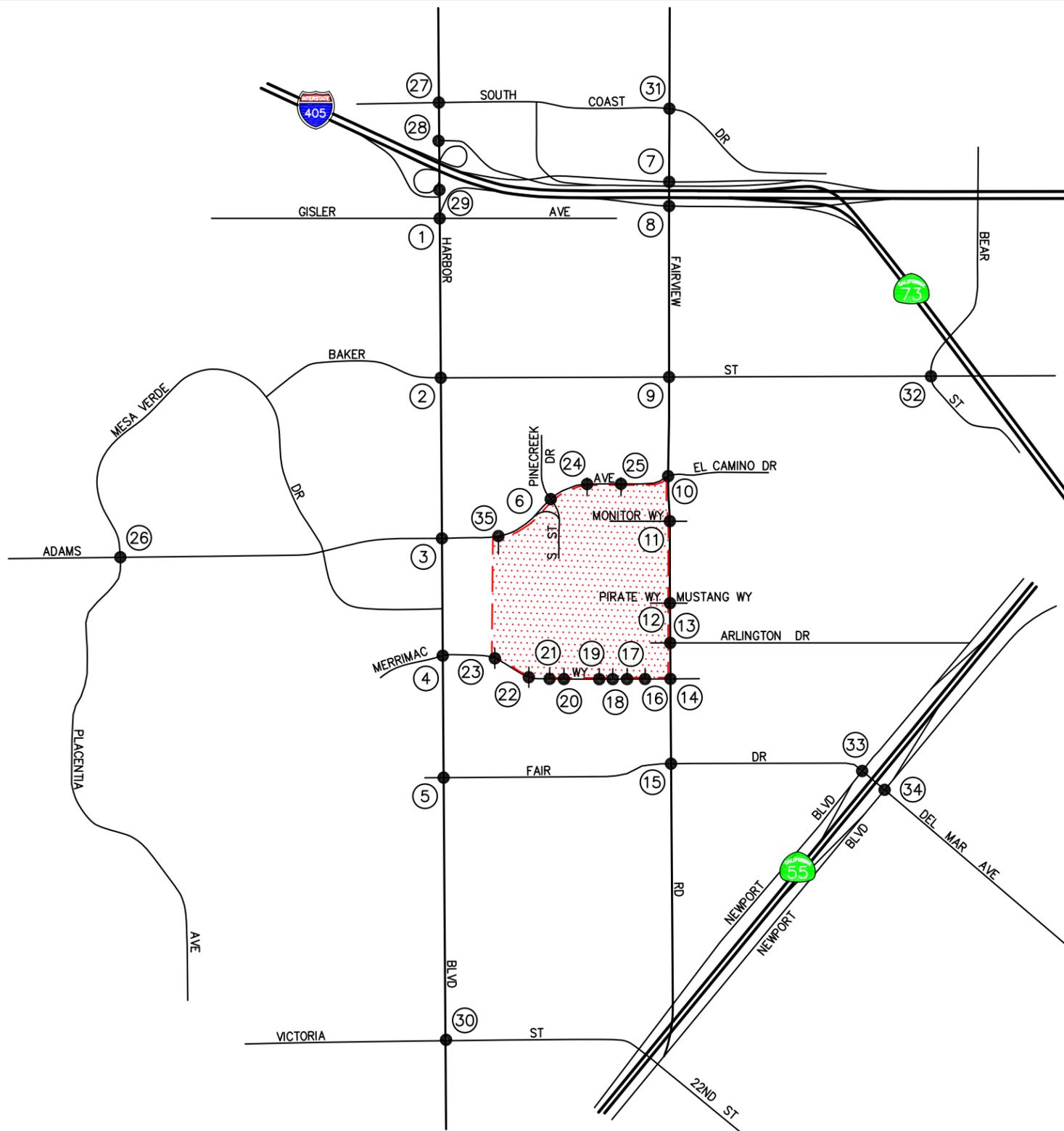
n:\3300\2133396 - coast community college district, orange county\3396-1 orange coast college\dwg\3396f6-6b.dwg LDP 12:19:27 06-24-2015 tucker



KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 6-6B

YEAR 2024 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



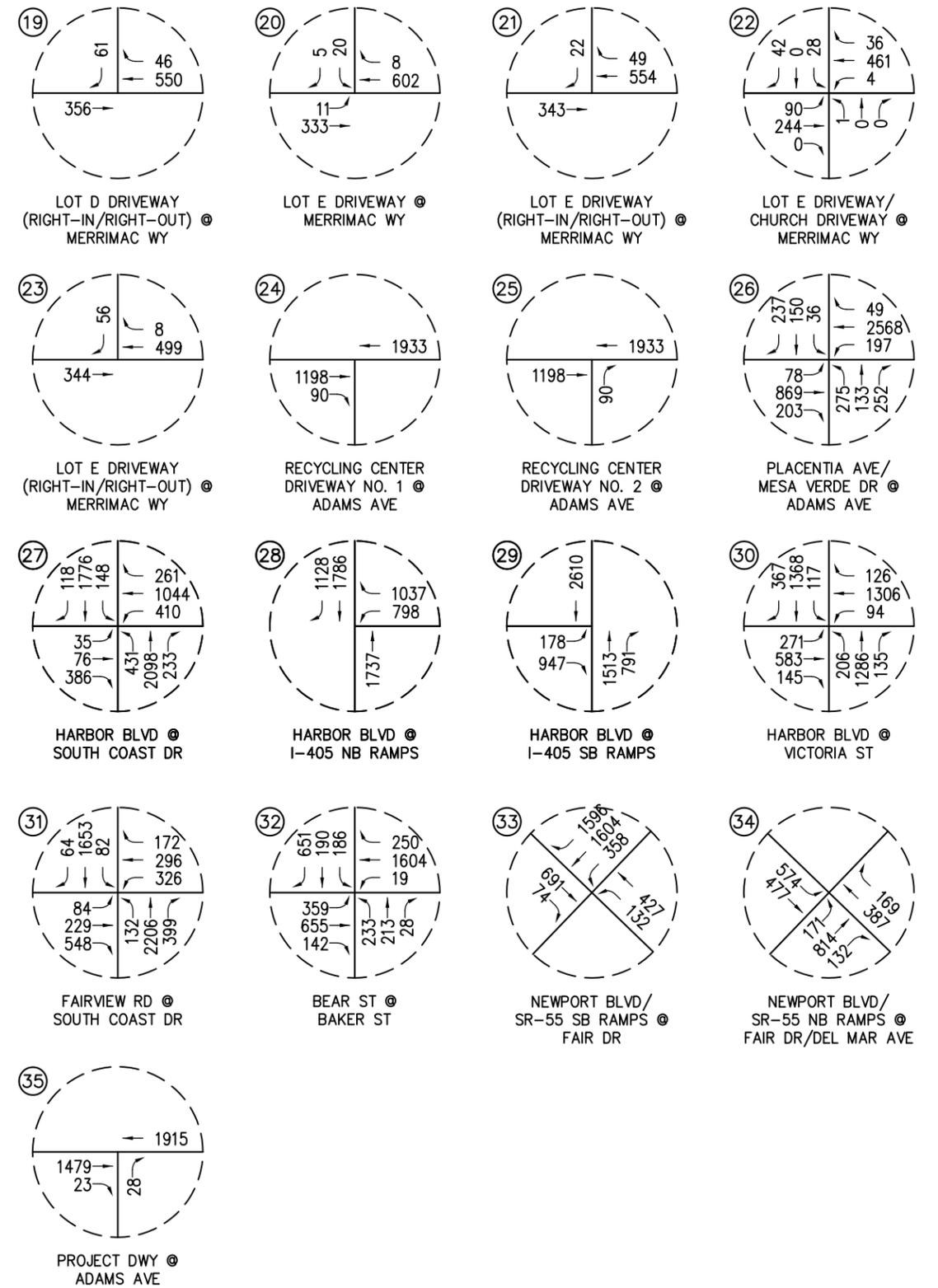
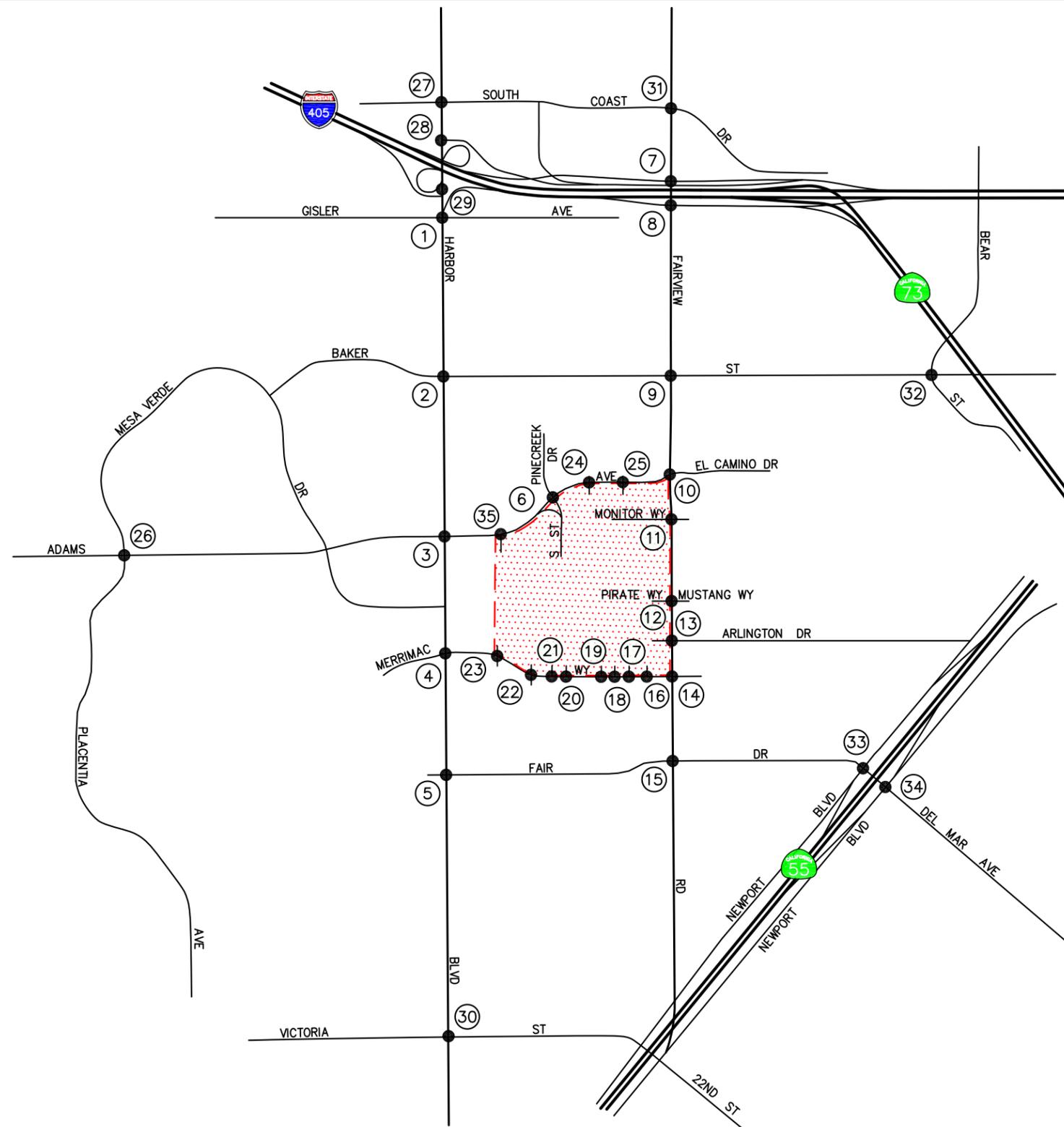
n:\3300\2133396 - coast community college district, orange county\3396-1 orange coast college\dwg\3396f6-7a.dwg LDP 15:06:09 06-17-2015 aguilar



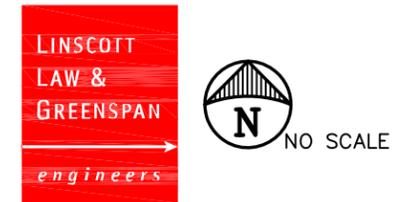
KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 6-7A

YEAR 2024 CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



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KEY
 # = STUDY INTERSECTION
 [Red Dotted Area] = PROJECT SITE

FIGURE 6-7B

YEAR 2024 CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The relative impact of the proposed Project during the AM peak hour and PM peak hour was evaluated based on analysis of future operating conditions at the thirty five (35) key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the following traffic impact criteria.

7.1 Impact Criteria and Thresholds

Impacts to local and regional transportation systems are considered significant if:

- An unacceptable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Costa Mesa considers LOS D (ICU = 0.801 - 0.900) to be the minimum acceptable LOS for all intersections. For the City of Costa Mesa, the current LOS, if worse than LOS D (i.e. LOS E or F), should also be maintained; and
- The project increases traffic demand at the study intersection by 1% of capacity (ICU increase \geq 0.010), causing or worsening LOS E or F (ICU $>$ 0.901).

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the thirty five (35) key study intersections for existing plus project and Year 2024 traffic conditions:

- A. Existing Traffic Conditions;
- B. Existing Plus Project Traffic Conditions;
- C. Scenario (B) with Improvements, if necessary;
- D. Year 2024 Cumulative Traffic Conditions,
- E. Year 2024 Cumulative Plus Project Traffic Conditions; and
- F. Scenario (E) with Improvements, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Existing Plus Project Analysis

Table 8-1 summarizes the peak hour Level of Service results at the thirty five (35) key study intersections for existing plus project traffic conditions. The first column (1) of ICU/LOS values and HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists existing plus project traffic conditions. The third column (3) shows the increase in ICU value and/or HCM value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report.

8.1.1 Existing Plus Project Traffic Conditions

Review of Columns 2 and 3 of *Table 8-1* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the thirty five (35) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. The thirty five (35) key study intersections currently operate and are forecast to continue to operate at an acceptable service level during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Appendix B presents the existing plus project ICU/LOS and HCM/LOS calculations for the thirty five (35) key study intersections.

8.2 Year 2024 Traffic Conditions

Table 8-2 summarizes the peak hour Level of Service results at the thirty five (35) key study intersections for the Year 2024 horizon year. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-2* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists projected cumulative traffic conditions (existing plus ambient plus cumulative projects traffic) based on existing intersection geometry, but without any traffic generated from the proposed Project. The third column (3) presents forecast Year 2024 traffic conditions with the addition of Project traffic. The fourth column (4) shows the increase in ICU value and/or HCM value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report. The fifth column (5) indicates the anticipated level of service with planned and/or recommended improvements.

8.2.1 Year 2024 Cumulative Traffic Conditions

An analysis of future (Year 2024) cumulative traffic conditions indicates that the addition of ambient traffic growth and cumulative projects traffic will not adversely impact any of the key study intersections. The key study intersections are forecast to continue to operate at acceptable levels of service during the AM and PM peak hours with the addition of ambient traffic growth and cumulative projects traffic.

TABLE 8-1
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact	
		ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
1. Harbor Boulevard at Gisler Avenue	AM	0.572	A	0.595	A	0.023	No
	PM	0.717	C	0.737	C	0.020	No
2. Harbor Boulevard at Baker Street	AM	0.473	A	0.478	A	0.005	No
	PM	0.657	B	0.678	B	0.021	No
3. Harbor Boulevard at Adams Avenue [a]	AM	0.665	B	0.725	C	0.060	No
	PM	0.746	C	0.805	D	0.059	No
4. Harbor Boulevard at Merrimac Way	AM	0.368	A	0.418	A	0.050	No
	PM	0.623	B	0.682	B	0.059	No
5. Harbor Boulevard at Fair Drive	AM	0.356	A	0.366	A	0.010	No
	PM	0.546	A	0.555	A	0.009	No
6. Pinecreek Drive/S Street at Adams Avenue	AM	0.369	A	0.459	A	0.090	No
	PM	0.623	B	0.712	C	0.089	No
7. Fairview Road at I-405 NB Ramps	AM	0.658	B	0.684	B	0.026	No
	PM	0.688	B	0.728	C	0.040	No
8. Fairview Road at I-405 SB Ramps	AM	0.611	B	0.652	B	0.041	No
	PM	0.545	A	0.583	A	0.038	No
9. Fairview Road at Baker Street	AM	0.588	A	0.597	A	0.009	No
	PM	0.586	A	0.662	B	0.076	No
10. Fairview Road at Adams Ave/El Camino Dr	AM	0.670	B	0.738	C	0.068	No
	PM	0.654	B	0.749	C	0.095	No
11. Fairview Road at Monitor Way	AM	0.342	A	0.428	A	0.086	No
	PM	0.460	A	0.538	A	0.078	No
12. Fairview Road at Pirate Way/Mustang Way	AM	0.399	A	0.466	A	0.067	No
	PM	0.401	A	0.466	A	0.065	No
13. Fairview Road at Arlington Drive	AM	0.287	A	0.331	A	0.044	No
	PM	0.422	A	0.516	A	0.094	No

Notes:

- **Bold ICU/LOS or HCM/LOS** values indicate adverse service levels based on City of Costa Mesa LOS standards
- s/v = seconds per vehicle
- [a] = The LOS results for this key study intersection include the recently installed improvements identified as part of the Harbor Boulevard/Adams Avenue Intersection Widening Project. The improvements consist of a second southbound right-turn lane and a third eastbound left-turn lane.

TABLE 8-1 (CONTINUED)
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact	
		ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
14. Fairview Road at Merrimac Way	AM	0.236	A	0.270	A	0.034	No
	PM	0.295	A	0.352	A	0.057	No
15. Fairview Road at Fair Drive	AM	0.401	A	0.442	A	0.041	No
	PM	0.519	A	0.569	A	0.050	No
16. Lot C Driveway at Merrimac Way	AM	10.4 s/v	B	11.9 s/v	B	1.5 s/v	No
	PM	12.6 s/v	B	17.6 s/v	C	5.0 s/v	No
17. Lot D Driveway at Merrimac Way	AM	12.1 s/v	B	13.1 s/v	B	1.0 s/v	No
	PM	13.3 s/v	B	15.3 s/v	C	2.0 s/v	No
18. Lot D Dwy (Right-In/Out Only) at Merrimac Way	AM	9.5 s/v	A	9.6 s/v	A	0.1 s/v	No
	PM	10.0 s/v	A	10.4 s/v	B	0.4 s/v	No
19. Lot D Dwy (Right-In/Out Only) at Merrimac Way	AM	9.5 s/v	A	9.7 s/v	A	0.2 s/v	No
	PM	10.1 s/v	B	10.6 s/v	B	0.5 s/v	No
20. Lot E Driveway at Merrimac Way	AM	11.2 s/v	B	12.5 s/v	B	1.3 s/v	No
	PM	13.2 s/v	B	15.2 s/v	C	2.0 s/v	No
21. Lot E Dwy (Right-In/Out Only) at Merrimac Way	AM	8.9 s/v	A	9.0 s/v	A	0.1 s/v	No
	PM	9.8 s/v	A	10.3 s/v	B	0.5 s/v	No
22. Lot E Dwy/Church Dwy at Merrimac Way	AM	8.7 s/v	A	10.1 s/v	B	1.4 s/v	No
	PM	13.9 s/v	B	16.7 s/v	C	2.8 s/v	No
23. Lot E Dwy (Right-In/Out Only) at Merrimac Way	AM	8.7 s/v	A	8.8 s/v	A	0.1 s/v	No
	PM	9.7 s/v	A	10.1 s/v	B	0.4 s/v	No
24. Recycling Center Dwy No. 1 at Adams Avenue	AM	0.0 s/v	A	0.0 s/v	A	0.0 s/v	No
	PM	0.0 s/v	A	0.0 s/v	A	0.0 s/v	No
25. Recycling Center Dwy No. 2 at Adams Avenue	AM	12.0 s/v	B	12.4 s/v	B	0.4 s/v	No
	PM	10.6 s/v	B	11.9 s/v	B	1.3 s/v	No

Notes:

- **Bold ICU/LOS or HCM/LOS** values indicate adverse service levels based on City of Costa Mesa LOS standards
- s/v = seconds per vehicle

TABLE 8-1 (CONTINUED)
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact	
		ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No
26. Mesa Verde Dr/Placentia Ave at Adams Avenue	AM	0.739	C	0.764	C	0.025	No
	PM	0.743	C	0.760	C	0.017	No
27. Harbor Boulevard at South Coast Drive	AM	0.465	A	0.473	A	0.008	No
	PM	0.669	B	0.676	B	0.007	No
28. Harbor Boulevard at I-405 NB Ramps	AM	0.460	A	0.469	A	0.009	No
	PM	0.597	A	0.604	B	0.007	No
29. Harbor Boulevard at I-405 SB Ramps	AM	0.427	A	0.455	A	0.028	No
	PM	0.606	B	0.637	B	0.031	No
30. Harbor Boulevard at Victoria Street	AM	0.679	B	0.680	B	0.001	No
	PM	0.814	D	0.822	D	0.008	No
31. Fairview Road at South Coast Drive	AM	0.702	C	0.705	C	0.003	No
	PM	0.683	B	0.694	B	0.011	No
32. Bear Street at Baker Street	AM	0.563	A	0.564	A	0.001	No
	PM	0.688	B	0.696	B	0.008	No
33. Newport Blvd/SR-55 SB Ramps at Fair Drive	AM	0.351	A	0.354	A	0.003	No
	PM	0.481	A	0.493	A	0.012	No
34. Newport Blvd/SR-55 NB Ramps at Fair Drive/Del Mar Avenue	AM	0.813	D	0.820	D	0.007	No
	PM	0.469	A	0.491	A	0.022	No
35. Project Dwy (near proposed student housing component) at Adams Ave	AM	---	---	16.5 s/v	C	---	No
	PM	---	---	12.1 s/v	B	---	No

Notes:

- **Bold ICU/LOS or HCM/LOS** values indicate adverse service levels based on City of Costa Mesa LOS standards
- s/v = seconds per vehicle

TABLE 8-2
YEAR 2024 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Cumulative Traffic Conditions		(3) Year 2024 Cumulative Plus Project Traffic Conditions		(4) Significant Impact		(5) With Improvements	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
1. Harbor Boulevard at Gisler Avenue	AM	0.572	A	0.637	B	0.660	B	0.023	No	---	---
	PM	0.717	C	0.804	D	0.824	D	0.020	No	---	---
2. Harbor Boulevard at Baker Street	AM	0.473	A	0.533	A	0.539	A	0.006	No	---	---
	PM	0.657	B	0.738	C	0.758	C	0.020	No	---	---
3. Harbor Boulevard at Adams Avenue [a]	AM	0.665	B	0.749	C	0.809	D	0.060	No	---	---
	PM	0.746	C	0.836	D	0.895	D	0.059	No	---	---
4. Harbor Boulevard at Merrimac Way	AM	0.368	A	0.418	A	0.468	A	0.050	No	---	---
	PM	0.623	B	0.698	B	0.757	C	0.059	No	---	---
5. Harbor Boulevard at Fair Drive	AM	0.356	A	0.404	A	0.414	A	0.010	No	---	---
	PM	0.546	A	0.612	B	0.620	B	0.008	No	---	---
6. Pinecreek Drive/S Street at Adams Avenue	AM	0.369	A	0.405	A	0.494	A	0.089	No	---	---
	PM	0.623	B	0.681	B	0.770	C	0.089	No	---	---
7. Fairview Road at I-405 NB Ramps	AM	0.658	B	0.730	C	0.751	C	0.021	No	---	---
	PM	0.688	B	0.763	C	0.803	D	0.040	No	---	---
8. Fairview Road at I-405 SB Ramps	AM	0.611	B	0.678	B	0.720	C	0.042	No	---	---
	PM	0.545	A	0.607	B	0.643	B	0.036	No	---	---
9. Fairview Road at Baker Street	AM	0.588	A	0.658	B	0.667	B	0.009	No	---	---
	PM	0.586	A	0.657	B	0.732	C	0.075	No	---	---

Notes:

- **Bold ICU/LOS or HCM/LOS** values indicate adverse service levels based on the City of Costa Mesa LOS standards
- s/v = seconds per vehicle
- [a] = The LOS results for this key study intersection include the recently installed improvements identified as part of the Harbor Boulevard/Adams Avenue Intersection Widening Project. The improvements consist of a second southbound right-turn lane and a third eastbound left-turn lane.

TABLE 8-2 (CONTINUED)
YEAR 2024 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Cumulative Traffic Conditions		(3) Year 2024 Cumulative Plus Project Traffic Conditions		(4) Significant Impact		(5) With Improvements	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
10. Fairview Road at Adams Ave/El Camino Dr	AM	0.670	B	0.744	C	0.812	D	0.068	No	---	---
	PM	0.654	B	0.727	C	0.822	D	0.095	No	---	---
11. Fairview Road at Monitor Way	AM	0.342	A	0.374	A	0.460	A	0.086	No	---	---
	PM	0.460	A	0.500	A	0.578	A	0.078	No	---	---
12. Fairview Road at Pirate Way/Mustang Way	AM	0.399	A	0.439	A	0.485	A	0.046	No	---	---
	PM	0.401	A	0.433	A	0.492	A	0.059	No	---	---
13. Fairview Road at Arlington Drive	AM	0.287	A	0.319	A	0.363	A	0.044	No	---	---
	PM	0.422	A	0.465	A	0.559	A	0.094	No	---	---
14. Fairview Road at Merrimac Way	AM	0.236	A	0.264	A	0.296	A	0.032	No	---	---
	PM	0.295	A	0.329	A	0.384	A	0.055	No	---	---
15. Fairview Road at Fair Drive	AM	0.401	A	0.446	A	0.487	A	0.041	No	---	---
	PM	0.519	A	0.577	A	0.627	B	0.050	No	---	---
16. Lot C Driveway at Merrimac Way	AM	10.4 s/v	B	10.7 s/v	B	12.4 s/v	B	1.7 s/v	No	---	---
	PM	12.6 s/v	B	13.3 s/v	B	19.2 s/v	C	5.9 s/v	No	---	---
17. Lot D Driveway at Merrimac Way	AM	12.1 s/v	B	12.6 s/v	B	13.6 s/v	B	1.0 s/v	No	---	---
	PM	13.3 s/v	B	14.1 s/v	B	16.3 s/v	C	2.2 s/v	No	---	---

Notes:

- **Bold ICU/LOS or HCM/LOS** values indicate adverse service levels based on the City of Costa Mesa LOS standards
- s/v = seconds per vehicle

TABLE 8-2 (CONTINUED)
YEAR 2024 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Cumulative Traffic Conditions		(3) Year 2024 Cumulative Plus Project Traffic Conditions		(4) Significant Impact		(5) With Improvements	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
18. Lot D Dwy (Right-In/Out Only) at Merrimac Way	AM	9.5 s/v	A	9.6 s/v	A	9.7 s/v	A	0.1 s/v	No	---	---
	PM	10.0 s/v	A	10.2 s/v	B	10.6 s/v	B	0.4 s/v	No	---	---
19. Lot D Dwy (Right-In/Out Only) at Merrimac Way	AM	9.5 s/v	A	9.6 s/v	A	9.7 s/v	A	0.1 s/v	No	---	---
	PM	10.1 s/v	B	10.3 s/v	B	10.8 s/v	B	0.5 s/v	No	---	---
20. Lot E Driveway at Merrimac Way	AM	11.2 s/v	B	11.5 s/v	B	12.9 s/v	B	1.4 s/v	No	---	---
	PM	13.2 s/v	B	14.0 s/v	B	16.3 s/v	C	2.3 s/v	No	---	---
21. Lot E Dwy (Right-In/Out Only) at Merrimac Way	AM	8.9 s/v	A	8.9 s/v	A	9.1 s/v	A	0.2 s/v	No	---	---
	PM	9.8 s/v	A	10.0 s/v	A	10.4 s/v	B	0.4 s/v	No	---	---
22. Lot E Dwy/Church Dwy at Merrimac Way	AM	8.7 s/v	A	8.7 s/v	A	10.2 s/v	B	1.5 s/v	No	---	---
	PM	13.9 s/v	B	14.5 s/v	B	17.5 s/v	C	3.0 s/v	No	---	---
23. Lot E Dwy (Right-In/Out Only) at Merrimac Way	AM	8.7 s/v	A	8.7 s/v	A	8.8 s/v	A	0.1 s/v	No	---	---
	PM	9.7 s/v	A	9.8 s/v	A	10.3 s/v	B	0.5 s/v	No	---	---
24. Recycling Center Dwy No. 1 at Adams Avenue	AM	0.0 s/v	A	0.0 s/v	A	0.0 s/v	A	0.0 s/v	No	---	---
	PM	0.0 s/v	A	0.0 s/v	A	0.0 s/v	A	0.0 s/v	No	---	---
25. Recycling Center Dwy No. 2 at Adams Avenue	AM	12.0 s/v	B	12.6 s/v	B	13.0 s/v	B	0.4 s/v	No	---	---
	PM	10.6 s/v	B	10.9 s/v	B	12.3 s/v	B	1.4 s/v	No	---	---
26. Mesa Verde Dr/Placentia Ave at Adams Avenue	AM	0.739	C	0.807	D	0.832	D	0.025	No	---	---
	PM	0.743	C	0.811	D	0.828	D	0.017	No	---	---

Notes:

- **Bold ICU/LOS or HCM/LOS** values indicate adverse service levels based on the City of Costa Mesa LOS standards
- s/v = seconds per vehicle

TABLE 8-2 (CONTINUED)
YEAR 2024 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Cumulative Traffic Conditions		(3) Year 2024 Cumulative Plus Project Traffic Conditions		(4) Significant Impact		(5) With Improvements	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
27. Harbor Boulevard at South Coast Drive	AM	0.465	A	0.507	A	0.515	A	0.008	No	---	---
	PM	0.669	B	0.732	C	0.738	C	0.006	No	---	---
28. Harbor Boulevard at I-405 NB Ramps	AM	0.460	A	0.502	A	0.511	A	0.009	No	---	---
	PM	0.597	A	0.654	B	0.661	B	0.007	No	---	---
29. Harbor Boulevard at I-405 SB Ramps	AM	0.427	A	0.468	A	0.497	A	0.029	No	---	---
	PM	0.606	B	0.672	B	0.704	C	0.032	No	---	---
30. Harbor Boulevard at Victoria Street	AM	0.679	B	0.745	C	0.746	C	0.001	No	---	---
	PM	0.814	D	0.898	D	0.907	E	0.009	No	---	---
31. Fairview Road at South Coast Drive	AM	0.702	C	0.767	C	0.770	C	0.003	No	---	---
	PM	0.683	B	0.746	C	0.758	C	0.012	No	---	---
32. Bear Street at Baker Street	AM	0.563	A	0.617	B	0.618	B	0.001	No	---	---
	PM	0.688	B	0.755	C	0.763	C	0.008	No	---	---
33. Newport Blvd/SR-55 SB Ramps at Fair Drive	AM	0.351	A	0.382	A	0.385	A	0.003	No	---	---
	PM	0.481	A	0.524	A	0.536	A	0.012	No	---	---
34. Newport Blvd/SR-55 NB Ramps at Fair Drive/Del Mar Avenue	AM	0.813	D	0.886	D	0.894	D	0.008	No	---	---
	PM	0.469	A	0.512	A	0.533	A	0.021	No	---	---
35. Project Dwy (near proposed student housing component) at Adams Ave	AM	---	---	---	---	18.1 s/v	C	---	No	---	---
	PM	---	---	---	---	12.7 s/v	B	---	No	---	---

Notes:

- **Bold ICU/LOS or HCM/LOS** values indicate adverse service levels based on the City of Costa Mesa LOS standards
- s/v = seconds per vehicle

8.2.2 Year 2024 Cumulative Plus Project Conditions

Review of Columns 3 and 4 of *Table 8-2* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the thirty five (35) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of Harbor Boulevard at Victoria Street is forecast to operate at unacceptable LOS E during the PM peak hour with the addition of project traffic, the proposed Project is expected to add less than 0.010 to the ICU value. The remaining thirty four key study intersections are forecast to continue to operate at an acceptable service level during the AM and PM peak hours with the addition of Project generated traffic to existing traffic, ambient growth traffic and cumulative projects traffic.

Appendix B also presents the Year 2024 plus project ICU/LOS and HCM/LOS calculations for the thirty five (35) key study intersections.

9.0 STATE OF CALIFORNIA (CALTRANS) METHODOLOGY

In conformance with the current Caltrans *Guide for the Preparation of Traffic Impact Studies*, existing and projected AM and PM peak hour operating conditions at the six (6) state-controlled study intersections within the study area have been evaluated using the *Highway Capacity Manual 2000* (HCM 2000 for signalized intersections) operations method of analysis. These state-controlled locations include the following six of the thirty five study intersections:

- | | |
|--|---|
| 7. Fairview Road at I-405 NB Ramps | 29. Harbor Boulevard at I-405 SB Ramps |
| 8. Fairview Road at I-405 SB Ramps | 33. Newport Boulevard/SR-55 SB Ramps at Fair Drive |
| 28. Harbor Boulevard at I-405 NB Ramps | 34. Newport Blvd/SR-55 NB Ramps at Fair Drive/Del Mar Ave |

Caltrans “endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”; it does not require that LOS “D” (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the project impacts at the state-controlled study intersections.

9.1 Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)

Based on the HCM operations method of analysis, level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road.

In Chapter 16 of the HCM, only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. In contrast, in previous versions of the HCM (1994 and earlier), delay included only stopped delay.

Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle. The six qualitative categories of Level of Service that have been defined along with the corresponding HCM control delay value range for signalized intersections are shown in **Table 9-1**.

9.2 Existing Plus Project Traffic Conditions

Table 9-2 summarizes the existing plus project peak hour HCM level of service results at the six (6) state-controlled study intersections within the study area. The first column (1) of HCM/LOS values in **Table 9-2** presents a summary of existing traffic conditions. The second column (2) presents existing plus project traffic conditions. The third column (3) indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards defined in this report.

TABLE 9-1
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM METHODOLOGY)¹³

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	<p>This level of service 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.</p>
B	> 10.0 and ≤ 20.0	<p>This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.</p>
C	> 20.0 and ≤ 35.0	<p>Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.</p>
D	> 35.0 and ≤ 55.0	<p>Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.</p>
E	> 55.0 and ≤ 80.0	<p>Very long traffic delays This level is considered by many agencies (i.e. SANBAG) to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.</p>
F	≥ 80.0	<p>Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.</p>

¹³ Source: *Highway Capacity Manual 2000*, Chapter 16 (Signalized Intersections).

9.2.1 Existing Traffic Conditions

Review of Column 1 of *Table 9-2* indicates that the six (6) state-controlled study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours.

9.2.2 Existing Plus Project Traffic Conditions

Review of Columns 2 and 3 of *Table 9-2* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the six (6) state-controlled study intersections, when compared to the LOS standards specified in this report. The six (6) state-controlled study intersections are forecast to continue to operate at acceptable LOS D or better with the addition of Project generated traffic to existing traffic.

9.3 Year 2024 Traffic Conditions

Table 9-3 summarizes the Year 2024 peak hour HCM level of service results at the six (6) state-controlled study intersections within the study area. The first column (1) of HCM/LOS values in *Table 9-3* presents a summary of existing traffic conditions. The second column (2) presents Year 2024 cumulative traffic conditions based on existing intersection geometry, but without any project generated traffic. The third column (3) presents future forecast traffic conditions with the addition of Project traffic. Column four (4) indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards defined in this report.

9.3.1 Year 2024 Cumulative Traffic Conditions

An analysis of future (Year 2024) cumulative traffic conditions indicates that the addition of ambient traffic growth and cumulative projects traffic ***will not*** adversely impact any of the six (6) state-controlled study intersections. The six (6) state-controlled study intersections are forecast to operate at acceptable LOS D or better during the AM and PM peak hours with the addition of ambient traffic growth and cumulative projects traffic.

9.3.2 Year 2024 Cumulative Plus Project Traffic Conditions

Review of Columns 3 and 4 of *Table 9-3* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the six (6) state-controlled study intersections, when compared to the LOS standards specified in this report. The six (6) state-controlled study intersections are forecast to continue to operate at acceptable LOS D or better with the addition of project generated traffic in the Year 2024.

Appendix C presents the existing plus project and Year 2024 plus project HCM/LOS calculations for the six (6) state-controlled study intersections.

9.4 Recommended Improvements – Caltrans Analysis

The results of the Caltrans analyses presented previously in *Tables 9-2* and *9-3* indicate that the proposed Project will not significantly impact any of the six (6) state-controlled study intersections under “Existing Plus Project” and “Year 2024 Cumulative Plus Project” traffic conditions. As there are no significant impacts, no traffic mitigation measures are required or recommended for the six (6) state-controlled study intersections.

TABLE 9-2
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS – CALTRANS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact	
		HCM	LOS	HCM	LOS	Yes/No	
		7.	Fairview Road at I-405 NB Ramps	AM PM	26.7 s/v 28.7 s/v	C C	27.6 s/v 31.2 s/v
8.	Fairview Road at I-405 SB Ramps	AM PM	20.9 s/v 22.6 s/v	C C	21.8 s/v 23.4 s/v	C C	No No
28.	Harbor Boulevard at I-405 NB Ramps	AM PM	19.6 s/v 21.3 s/v	B C	19.5 s/v 21.4 s/v	B C	No No
29.	Harbor Boulevard at I-405 SB Ramps	AM PM	13.8 s/v 17.4 s/v	B B	15.2 s/v 18.6 s/v	B B	No No
33.	Newport Blvd/SR-55 SB Ramps at Fair Drive	AM PM	21.4 s/v 19.9 s/v	C B	21.3 s/v 20.4 s/v	C C	No No
34.	Newport Blvd/SR-55 NB Ramps at Fair Drive/Del Mar Avenue	AM PM	37.6 s/v 24.0 s/v	D C	38.6 s/v 24.3 s/v	D C	No No

Notes:

- s/v = seconds per vehicle

TABLE 9-3
YEAR 2024 PEAK HOUR INTERSECTION CAPACITY ANALYSIS – CALTRANS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Cumulative Traffic Conditions		(3) Year 2024 Cumulative Plus Project Traffic Conditions		(4) Significant Impact
		HCM	LOS	HCM	LOS	HCM	LOS	Yes/No
7. Fairview Road at I-405 NB Ramps	AM	26.7 s/v	C	30.4 s/v	C	31.6 s/v	C	No
	PM	28.7 s/v	C	34.1 s/v	C	38.4 s/v	D	No
8. Fairview Road at I-405 SB Ramps	AM	20.9 s/v	C	22.5 s/v	C	24.1 s/v	C	No
	PM	22.6 s/v	C	23.6 s/v	C	24.7 s/v	C	No
28. Harbor Boulevard at I-405 NB Ramps	AM	19.6 s/v	B	20.2 s/v	C	20.1 s/v	C	No
	PM	21.3 s/v	C	22.4 s/v	C	22.6 s/v	C	No
29. Harbor Boulevard at I-405 SB Ramps	AM	13.8 s/v	B	14.4 s/v	B	15.7 s/v	B	No
	PM	17.4 s/v	B	18.8 s/v	B	20.2 s/v	C	No
33. Newport Blvd/SR-55 SB Ramps at Fair Drive	AM	21.4 s/v	C	21.7 s/v	C	21.6 s/v	C	No
	PM	19.9 s/v	B	20.5 s/v	C	21.0 s/v	C	No
34. Newport Blvd/SR-55 NB Ramps at Fair Drive/Del Mar Avenue	AM	37.6 s/v	D	51.8 s/v	D	53.6 s/v	D	No
	PM	24.0 s/v	C	24.6 s/v	C	25.0 s/v	C	No

Notes:

- s/v = seconds per vehicle

10.0 RECOMMENDED IMPROVEMENTS

For those intersections where projected Project traffic volumes are expected to result in unacceptable operating conditions, traffic impact studies of this type typically recommend (identify) improvement measures that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) to specific approaches of a key intersection. The identified improvements are expected to:

- mitigate the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative project) traffic and
- improve Levels of Service to an acceptable range and/or to pre-project conditions.

10.1 Existing Plus Project Traffic Conditions

The results of the intersection capacity analysis presented previously in *Table 8-1* show that the proposed Project will not significantly impact any of the thirty five (35) key study intersections under the “Existing Plus Project” traffic scenario. Given that there are no significant project impacts, no improvements are required to address this traffic scenario.

10.2 Year 2024 Plus Project Traffic Conditions

The results of the intersection capacity analysis presented previously in *Table 8-2* show that the proposed Project will not significantly impact any of the thirty five (35) key study intersections under the “Year 2024 Plus Project” traffic scenario. Given that there are no significant project impacts, no improvements are required to address this traffic scenario.

11.0 FOCUSED SATURDAY EVALUATION

In collaboration with City of Costa Mesa staff, six (6) of the thirty five (35) key study intersections have been selected for Saturday evaluation. The six (6) key study intersections consist of the following:

6. Pinecreek Drive/S Street at Adams Avenue
10. Fairview Road at Adams Avenue/El Camino Drive
11. Fairview Road at Monitor Way
12. Fairview Road at Pirate Way/Mustang Way
13. Fairview Road at Arlington Drive
14. Fairview Road at Merrimac Way

11.1 Saturday Project Trip Generation

Table 11-1 summarizes the trip generation rates used in forecasting the Saturday daily and peak hour vehicular trips generated by the four components of the proposed Project (i.e. student growth, student housing, mixed use development and recycling center expansion).

Table 11-2 presents the proposed Project's forecast Saturday peak hour and daily traffic volumes. Review of the upper portion of **Table 11-2** shows that the student growth component of the proposed project (i.e. net increase of 6,922 students) is forecast to generate 2,907 daily Saturday trips with 346 Saturday trips forecast during the Midday peak hour. The student housing component of the proposed project (i.e. 818 beds) is forecast to generate 1,947 daily Saturday trips with 147 Saturday trips forecast during the Midday peak hour.

Review of the middle portion of **Table 11-2** shows that the mixed use development component of the proposed project (i.e. 89,000 SF conference/education office space and 15,000 SF shopping center) is forecast to generate 2,735 daily Saturday trips with 268 Saturday trips forecast during the Midday peak hour. Review of the lower portion of **Table 11-2** shows that the recycling center expansion component of the proposed project is forecast to generate 1,296 net daily Saturday trips with 216 net Saturday trips forecast during the Midday peak hour.

Overall, as shown at the bottom of **Table 11-2**, the proposed Project is forecast to generate approximately 8,885 daily Saturday trips with 977 Saturday trips (529 inbound, 448 outbound) produced in the Midday peak hour.

11.2 Saturday Traffic Volumes

Existing Saturday Midday peak hour traffic volumes for the six (6) key study intersections were obtained from manual peak hour turning movement counts conducted by Transportation Studies, Inc. on March 7, 2015 between 11:00 AM and 2:00 PM. The counts were targeted for this period with the intent to capture the greatest two-way (inbound plus outbound) Saturday hourly volume of the existing campus setting. It should be noted that the Saturday traffic count time period was approved by City of Costa Mesa staff.

TABLE 11-1
SATURDAY PROJECT TRAFFIC GENERATION RATES¹⁴

Project Description	Daily 2-Way	Midday Peak Hour		
		Enter	Exit	Total
<u>Student Growth</u>				
▪ 540: Junior College (TE/Student)	0.42	0.03	0.02	0.05
<u>Mixed Use Development</u>				
▪ 710: General Office Building (TE/1,000 SF)	2.46	0.23	0.20	0.43
▪ 820: Shopping Center (TE/1,000 SF) ¹⁵	186.40	8.84	8.16	17.00
<u>Student Housing</u>				
▪ Student Housing Empirical Rate (TE/Bed)	2.38	0.09	0.09	0.18
<u>Recycling Center Expansion</u>				
▪ Existing Recycling Center Trip Generation ¹⁶	648	54	54	108
➤ Proposed Expansion (3 Times Existing Trips)				

¹⁴ Unless otherwise noted, Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

¹⁵ The trip generation rates are based on the following equations.

- Saturday Daily: $LN(T) = 0.63 LN(X) + 6.23$; 50% Enter and 50% Exit
- Saturday Midday Peak Hour: $LN(T) = 0.65 LN(X) + 3.78$; 52% Enter and 48% Exit

¹⁶ Source: Traffic counts/observations conducted at the existing recycling center in March 2015.

TABLE 11-2
SATURDAY PROJECT TRAFFIC GENERATION FORECAST

Project Description	Daily 2-Way	Midday Peak Hour		
		Enter	Exit	Total
<u>Student Growth</u>				
▪ Net Increase 6,922 Students	2,907	208	138	346
<u>Student Housing</u>				
▪ Student Housing – 818 Beds	1,947	73	74	147
<u>Mixed Use Development</u>				
▪ 89,000 SF Conference/Education Office Space	219	20	18	38
▪ 15,000 SF Shopping Center	2,796	133	122	255
Pass-By Reduction ¹⁷	<u>-280</u>	<u>-13</u>	<u>-12</u>	<u>-25</u>
Subtotal	2,516	120	110	230
Total Mixed Use Development	2,735	140	128	268
<u>Recycling Center Expansion</u>				
▪ Existing Recycling Center Trip Generation	648	54	54	108
▪ With Proposed Expansion Project (3 Times Existing Trips) ¹⁸	1,944	162	162	324
Total Net Recycling Center Expansion Trips (Proposed Minus Existing)	1,296	108	108	216
Total Trip Generation Potential	8,885	529	448	977

¹⁷ Pass-by trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets (i.e. Fairview Road and Merrimac Way), which contain direct access to the generator. Although the *Trip Generation Handbook* recommends a Saturday Midday peak hour pass-by percentage of 26%, 10% was utilized for the Saturday Midday peak hour consistent with City of Costa Mesa requirements and to provide a conservative analysis. The daily peak hour pass-by percentage was estimated to be 10%, consistent with City of Costa Mesa requirements.

¹⁸ At completion of the proposed recycling center expansion, it is expected that the site would collect triple the amount of waste that is currently collected at the existing facility, thus resulting in triple the amount of visitors to the expanded site.

Figure 11-1 illustrates the existing Saturday Midday peak hour traffic volumes at the six (6) key study intersections evaluated as part of the focused Saturday evaluation.

Existing plus project Saturday traffic volumes, Year 2024 cumulative Saturday traffic volumes and Year 2024 cumulative plus project Saturday traffic volumes were developed utilizing the new counts combined with Saturday cumulative project information and Saturday project trip generation information. Project traffic assignments are consistent with the project traffic distribution patterns discussed previously in Section 5.2 of this report.

The anticipated Saturday Midday peak hour project traffic volumes associated with the Project are presented in **Figure 11-2**. **Figure 11-3** presents projected Saturday Midday peak hour traffic volumes at the six (6) key study intersections with the addition of the trips generated by the proposed Project to existing traffic volumes.

Figure 11-4 presents the Year 2024 Saturday Midday peak hour cumulative traffic volumes at the six (6) key study intersections. **Figure 11-5** illustrates the Year 2024 forecast Saturday Midday peak hour traffic volumes with the inclusion of the trips generated by the proposed Project.

11.3 Saturday Traffic Assessment

An existing plus project Saturday analysis and a Year 2024 Saturday analysis was prepared for the six (6) key study intersections. The following summarizes the results of the Saturday analyses.

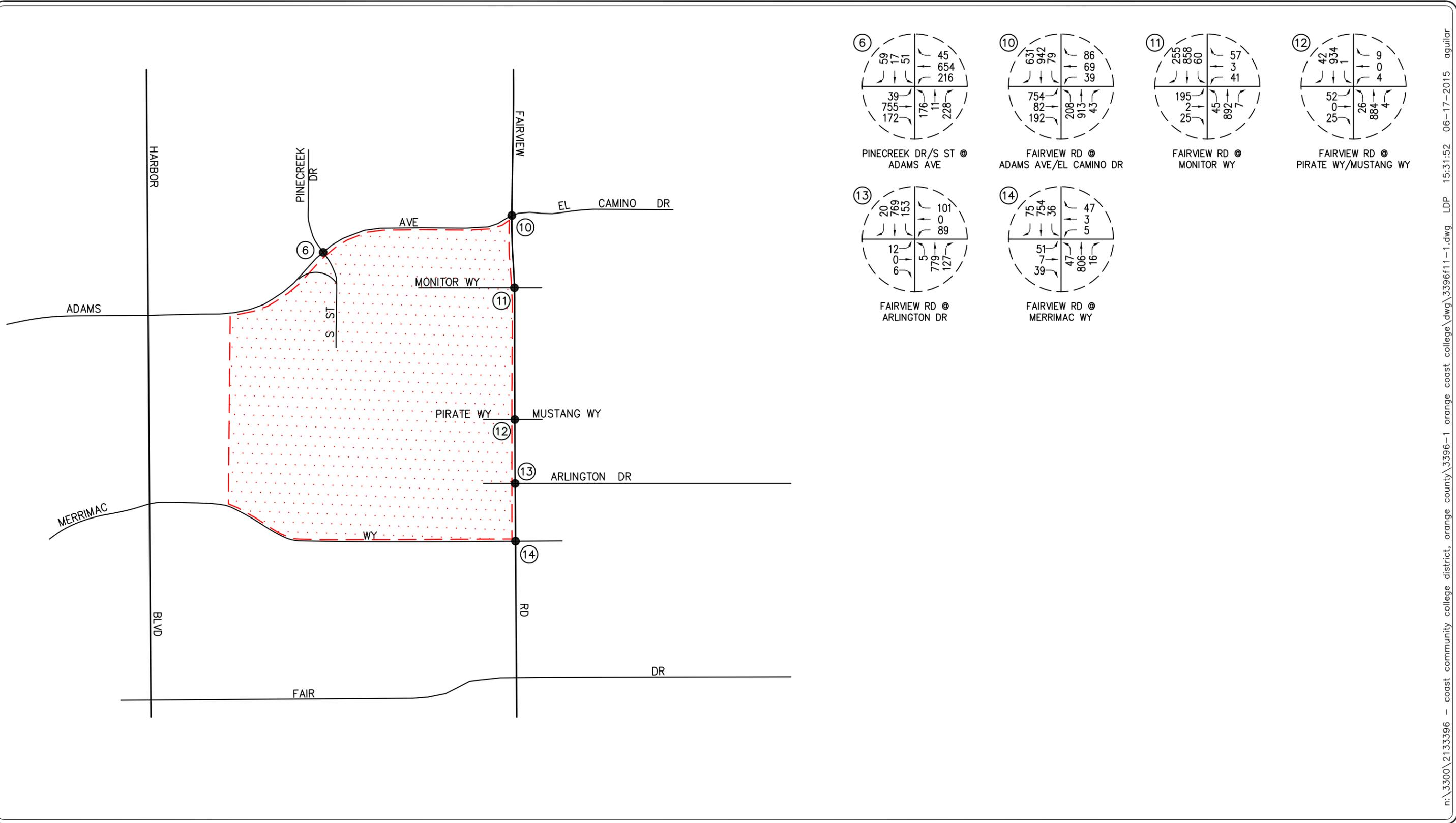
11.3.1 Existing Plus Project Saturday Traffic Conditions

Table 11-3 summarizes the peak hour Level of Service results at the six (6) key study intersections for existing plus project Saturday traffic conditions. The first column (1) of ICU/LOS values in **Table 11-3** presents a summary of existing Saturday Midday peak hour traffic conditions. The second column (2) lists existing plus project Saturday traffic conditions. The third column (3) shows the increase in ICU value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the City's LOS standards and significant impact criteria.

Review of Columns 2 and 3 of **Table 11-3** indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the six (6) key study intersections. The six (6) key study intersections currently operate and are forecast to continue to operate at an acceptable service level during the Saturday Midday peak hour with the addition of Project generated traffic to existing traffic.

11.3.2 Year 2024 Plus Project Saturday Traffic Conditions

Table 11-4 summarizes the Saturday peak hour Level of Service results at the six (6) key study intersections for the Year 2024 horizon year. The first column (1) of ICU/LOS values in **Table 11-4** presents a summary of existing Saturday Midday peak hour traffic conditions. The second column (2) lists projected Saturday cumulative traffic conditions (existing plus ambient plus cumulative projects traffic) based on existing intersection geometry, but without any traffic generated from the



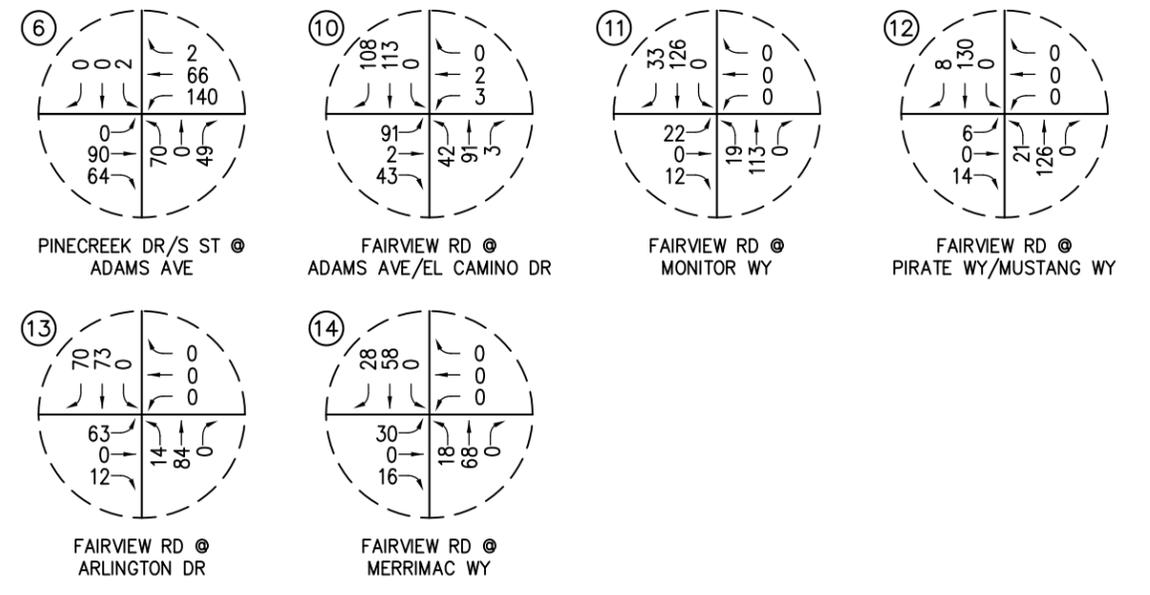
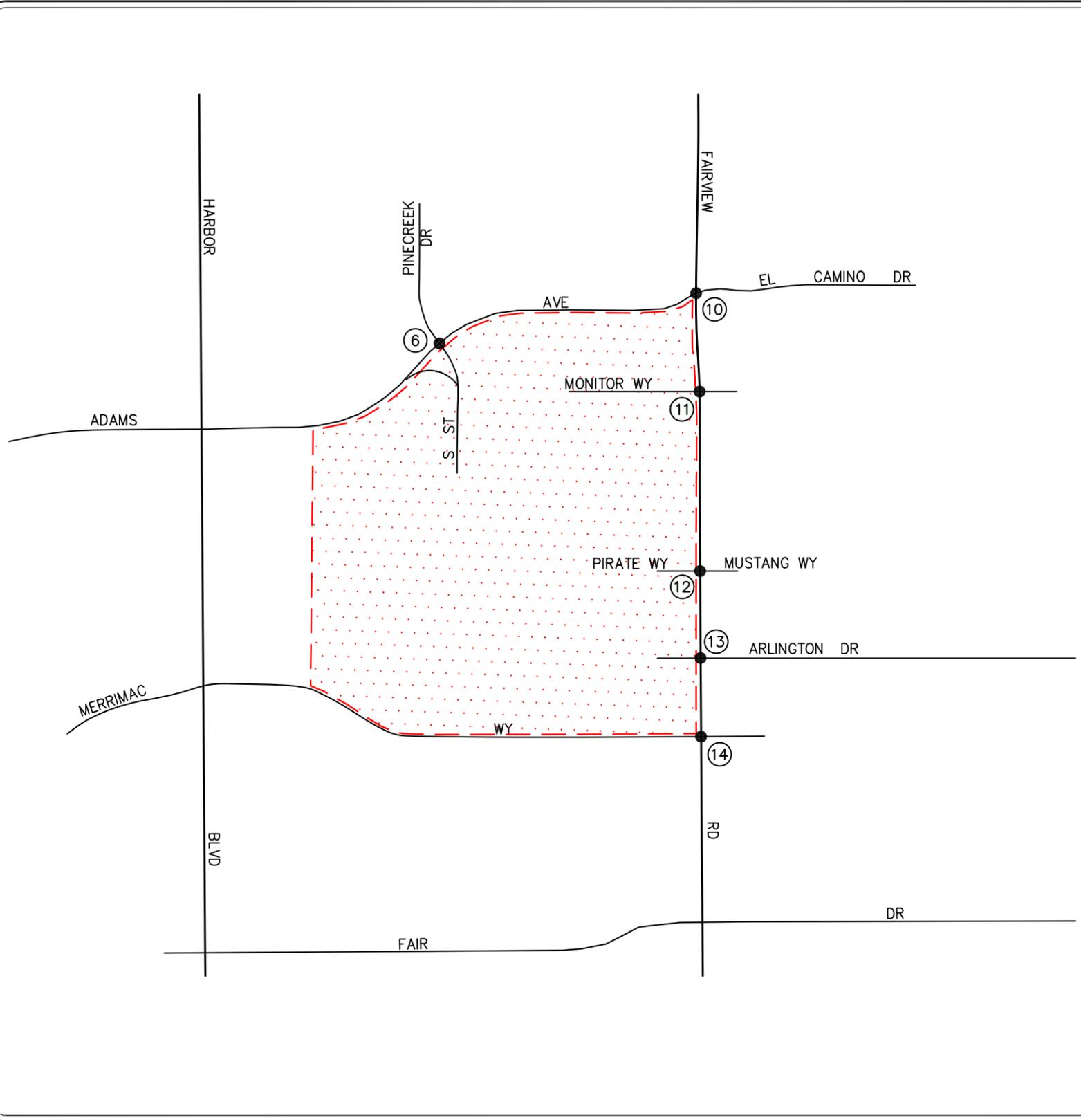
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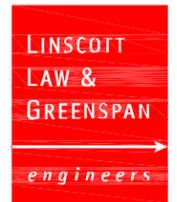
KEY
 # = STUDY INTERSECTION
 [Red Dotted Box] = PROJECT SITE

FIGURE 11-1

EXISTING SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



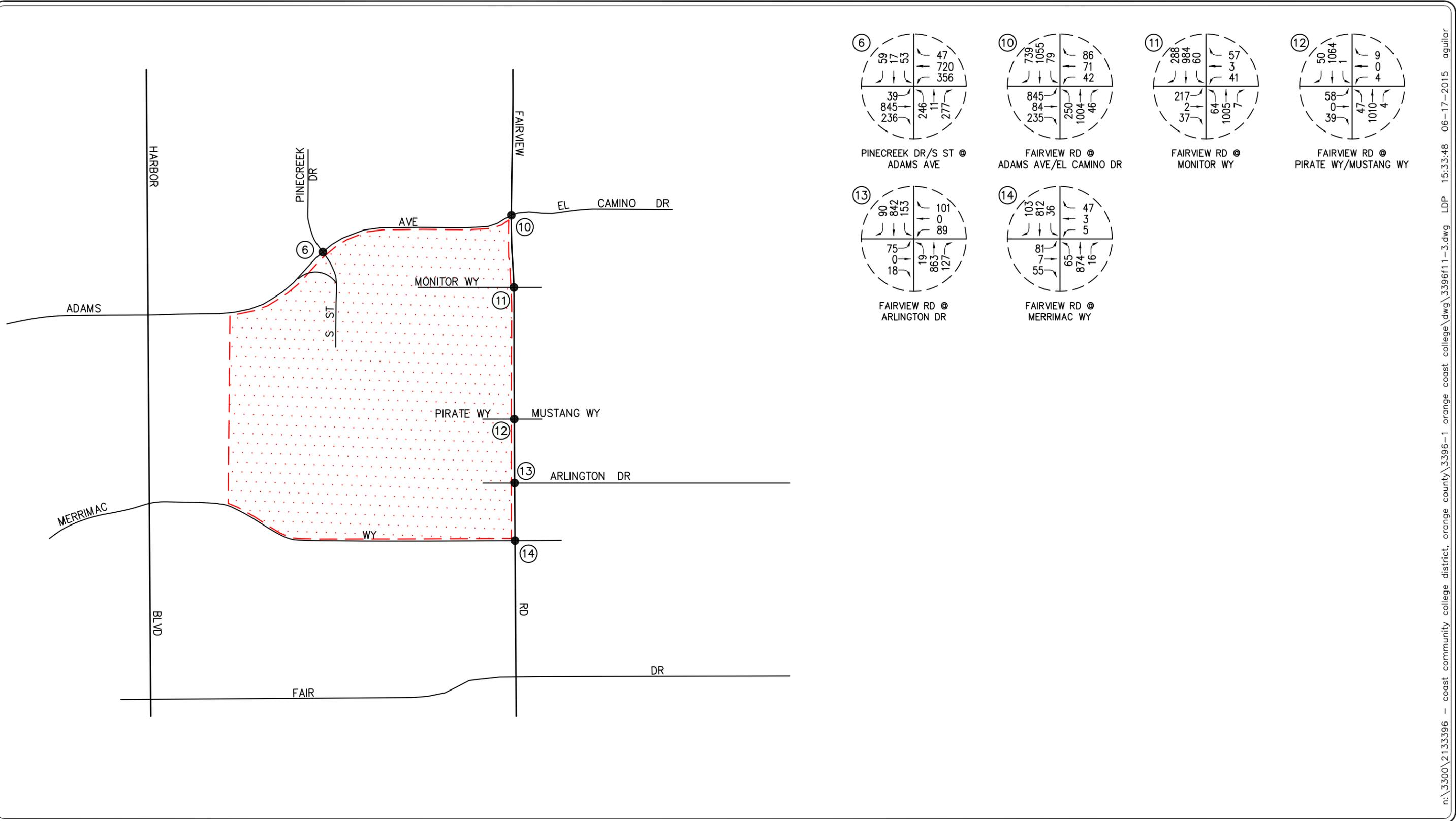
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KEY
 # = STUDY INTERSECTION
 [Red Dotted Box] = PROJECT SITE

FIGURE 11-2

SATURDAY MIDDAY PEAK HOUR PROJECT TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



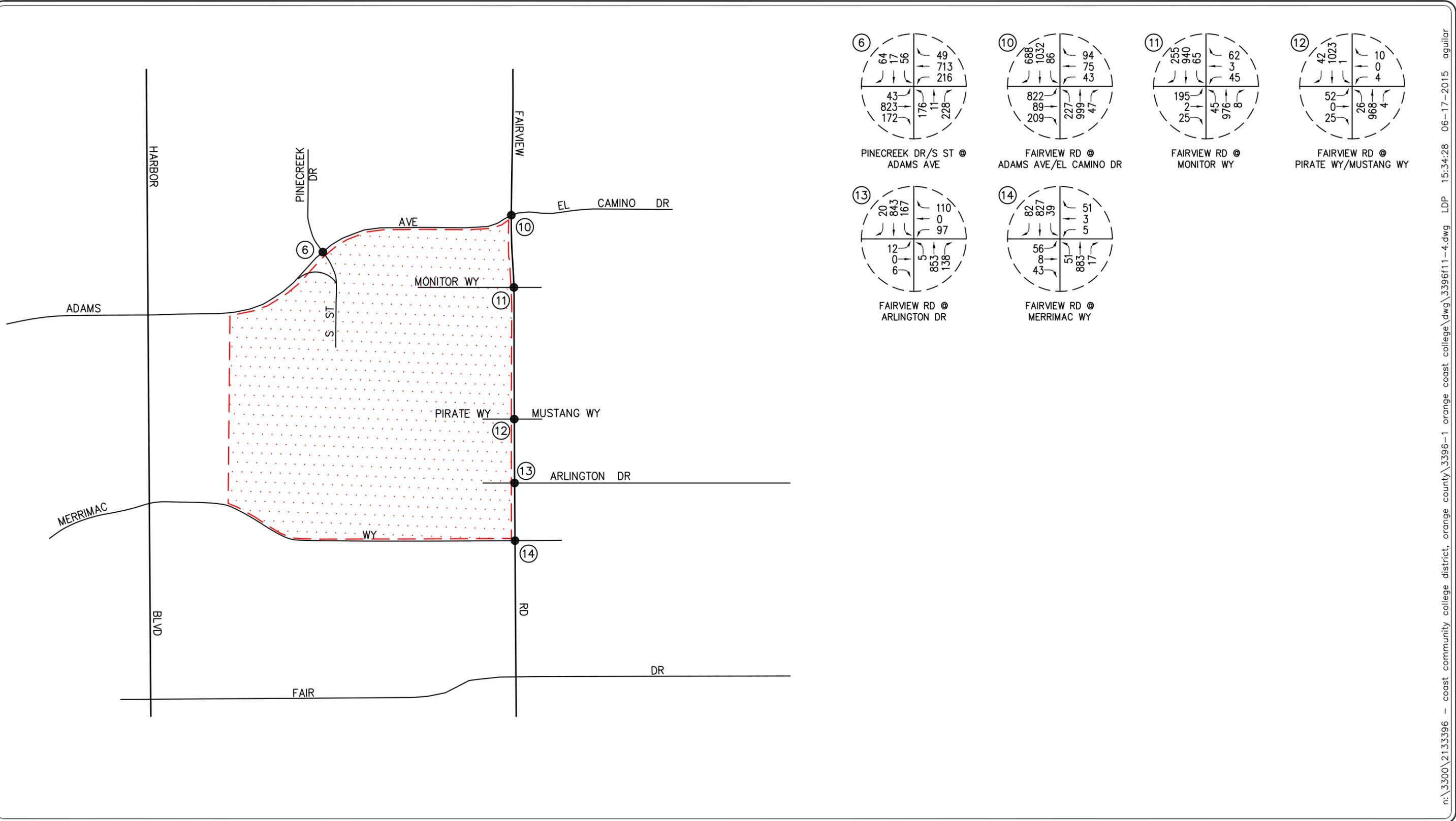
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KEY
 # = STUDY INTERSECTION
 [Red Dotted Box] = PROJECT SITE

FIGURE 11-3

EXISTING PLUS PROJECT SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



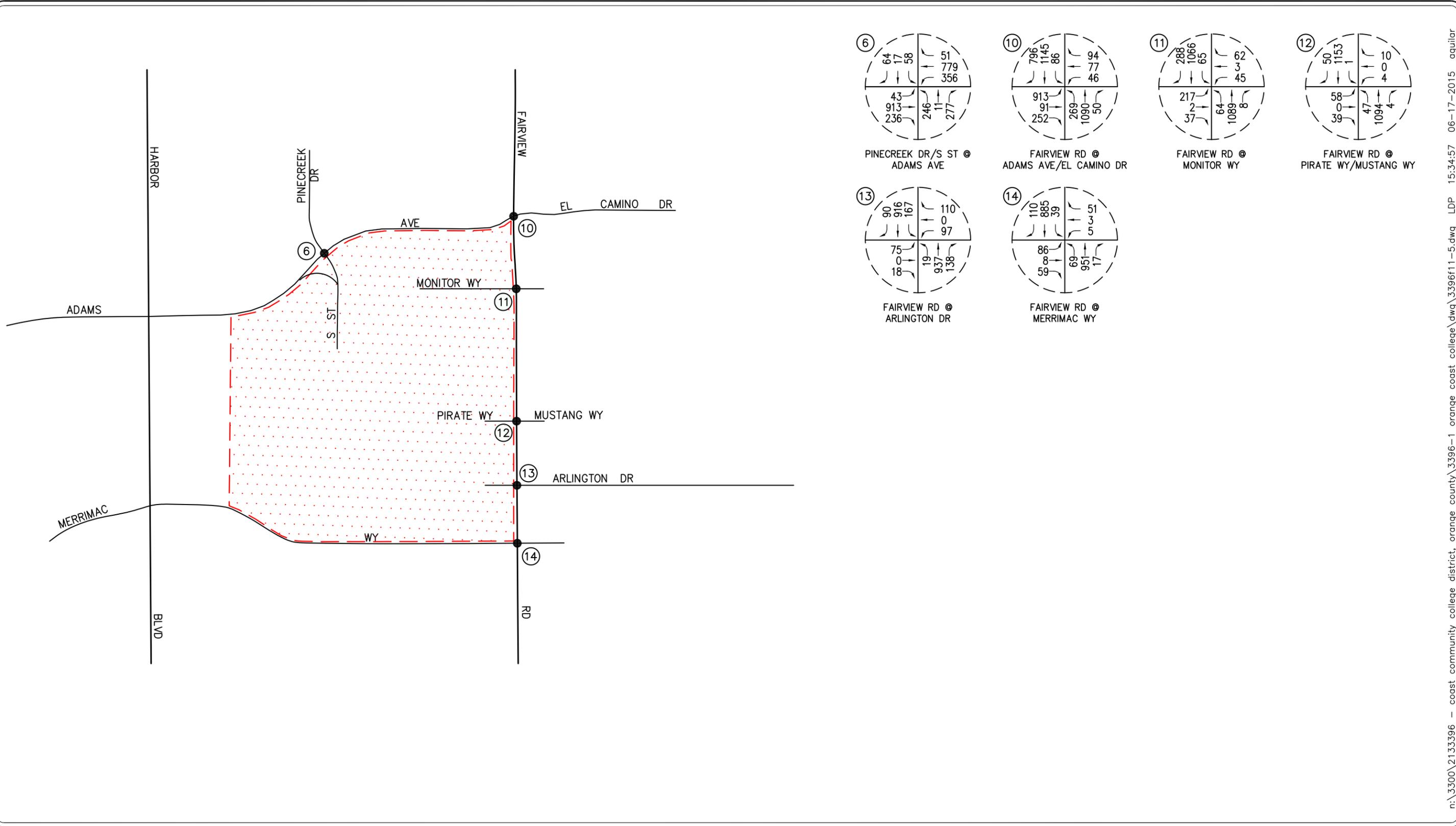
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KEY
 # = STUDY INTERSECTION
 [Red Dotted Box] = PROJECT SITE

FIGURE 11-4

YEAR 2024 CUMULATIVE SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA



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KEY
 # = STUDY INTERSECTION
 [Red Dotted Box] = PROJECT SITE

FIGURE 11-5
 YEAR 2024 CUMULATIVE PLUS PROJECT
 SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES
 ORANGE COAST COLLEGE VISION 2020 FACILITIES MASTER PLAN, COSTA MESA

proposed Project. The third column (3) presents forecast Year 2024 Saturday traffic conditions with the addition of Project traffic. The fourth column (4) shows the increase in ICU value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the City's LOS standards and significant impact criteria.

Review of Columns 3 and 4 of *Table 11-4* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the six (6) key study intersections. The six (6) key study intersections are forecast to continue to operate at an acceptable service level (based on the City's criteria) during the Saturday Midday peak hour with the addition of Project generated traffic to existing traffic, ambient growth traffic and cumulative projects traffic.

Appendix D presents the Saturday existing plus project and Saturday Year 2024 plus project ICU/LOS calculations for the six (6) key study intersections.

11.4 Conclusion

The results of the above analyses indicate that, based on City criteria for overall intersection operation, the proposed Project ***will not*** significantly impact any of the six (6) key study intersections under existing plus project Saturday traffic conditions or under Year 2024 plus project Saturday traffic conditions. Given that there are no significant project impacts, no capacity-enhancing improvements are required.

TABLE 11-3
EXISTING PLUS PROJECT SATURDAY PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact	
		ICU	LOS	ICU	LOS	Increase	Yes/No
6. Pinecreek Drive/S Street at Adams Avenue	Saturday Midday	0.428	A	0.504	A	0.076	No
10. Fairview Road at Adams Ave/El Camino Dr	Saturday Midday	0.551	A	0.616	B	0.065	No
11. Fairview Road at Monitor Way	Saturday Midday	0.382	A	0.420	A	0.038	No
12. Fairview Road at Pirate Way/Mustang Way	Saturday Midday	0.251	A	0.295	A	0.044	No
13. Fairview Road at Arlington Drive	Saturday Midday	0.281	A	0.338	A	0.057	No
14. Fairview Road at Merrimac Way	Saturday Midday	0.229	A	0.248	A	0.019	No

Notes:

Bold ICU/LOS values indicate adverse service levels based on City of Costa Mesa LOS standards

TABLE 11-4
YEAR 2024 SATURDAY PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Cumulative Traffic Conditions		(3) Year 2024 Cumulative Plus Project Traffic Conditions		(4) Significant Impact	
		ICU	LOS	ICU	LOS	ICU	LOS	Increase	Yes/No
6. Pinecreek Drive/S Street at Adams Avenue	Saturday Midday	0.428	A	0.453	A	0.521	A	0.068	No
10. Fairview Road at Adams Ave/El Camino Dr	Saturday Midday	0.551	A	0.602	B	0.667	B	0.065	No
11. Fairview Road at Monitor Way	Saturday Midday	0.382	A	0.406	A	0.444	A	0.038	No
12. Fairview Road at Pirate Way/Mustang Way	Saturday Midday	0.251	A	0.271	A	0.315	A	0.044	No
13. Fairview Road at Arlington Drive	Saturday Midday	0.281	A	0.306	A	0.363	A	0.057	No
14. Fairview Road at Merrimac Way	Saturday Midday	0.229	A	0.242	A	0.273	A	0.031	No

Notes:

- **Bold ICU/LOS** values indicate adverse service levels based on the City of Costa Mesa LOS standards

12.0 INTERSECTION LEFT-TURN QUEUING ANALYSIS

This section of the report addresses City staff concerns regarding weekday peak hour left-turn stacking/storage lengths for various intersections in the immediate vicinity of the project site. Specifically, City staff has concerns with the following left-turn pocket storage capabilities:

- Harbor Boulevard at Merrimac Way (southbound left-turn)
- Pinecreek Drive/S Street at Adams Avenue (westbound left-turn)
- Fairview Road at Monitor Way (northbound left-turn)
- Fairview Road at Pirate Way/Mustang Way (northbound left-turn)
- Fairview Road at Arlington Drive (northbound left-turn)
- Fairview Road at Merrimac Way (northbound left-turn)

A queuing evaluation was prepared for the identified left turn pockets at the six aforementioned intersections. The queuing evaluation was conducted based on projected Year 2024 peak hour traffic volumes and the Highway Capacity Manual (HCM) signalized methodology. **Table 12-1** presents the Year 2024 left-turn queuing analysis results for the aforementioned six key study intersections. It should be noted that this table presents results for the average queue, 70th percentile queue, 85th percentile queue and the 95th percentile queue. Column (1) presents Year 2024 cumulative traffic conditions and column (2) presents Year 2024 cumulative plus project traffic conditions.

Review of *Table 12-1* shows that adequate storage is provided for the aforementioned left-turn pockets at four of the six intersections during the AM and PM peak hours. The average queue, 70th percentile queue, 85th percentile queue and 95th percentile queue are satisfied for the aforementioned left-turn pockets at the intersections of Fairview Road/Monitor Way, Fairview Road/Pirate Way-Mustang Way, Fairview Road/Arlington Drive and Fairview Road/Merrimac Way in the Year 2024 without and with the proposed Project.

For the intersection of Harbor Boulevard/Merrimac Way, the existing storage for the dual southbound left-turn lanes can accommodate the average queue during the AM and PM peak hours in the Year 2024 with the proposed Project. The 70th percentile queue is also accommodated except during the PM peak hour. However, the 24 feet (240 - 264) that exceeds the existing storage during the PM peak hour can be accommodated within the transition area in advance of the pocket itself. The existing storage is exceeded during the AM and PM peak hours for the 85th and 95th percentile queues. However, with a cycle length of 120 seconds, the 85th and 95th percentile queues can be expected to occur only during a few signal cycles within the peak hours, which may cause some vehicles to intermittently queue into the number 1 through travel lane. During all other time periods, the queues will be accommodated within the existing turn pockets. It should be noted that the southbound left-turn pocket lengths are currently at their maximum feasible formalized storage length and lengthening them is not considered feasible.

For the intersection of Pinecreek Drive/S Street at Adams Avenue, the existing storage for the dual westbound left-turn lanes is exceeded with the proposed Project in the Year 2024 during the AM and PM peak hours for all reported queues. It should be noted that the average queue is calculated to exceed the existing pocket storage by 14 feet during the AM and PM peak hours, and can be accommodated within the transition area in advance of the formalized pocket. With a cycle length of 120 seconds, the 70th, 85th and 95th percentile queues can be expected to occur only during a few signal cycles within the peak hours, which may cause some vehicles to intermittently queue into the number 1 through travel lane. During all other time periods, the queues will be accommodated within the existing turn pockets. It should be noted that the westbound left-turn pocket lengths are currently at their maximum feasible formalized storage length and lengthening them is not considered feasible.

Appendix E presents the Year 2024 left-turn queuing calculation worksheets.

TABLE 12-1
YEAR 2024 PEAK HOUR INTERSECTION LEFT-TURN QUEUING ANALYSIS

	(1) Year 2024 Cumulative Traffic Conditions					(2) Year 2024 Cumulative Plus Project Traffic Conditions				
	Storage Provided (ft.)	AM Peak Hour		PM Peak Hour		Storage Provided (ft.)	AM Peak Hour		PM Peak Hour	
		Max. Queue (ft.)	Adequate Storage Yes / No	Max Queue (ft.)	Adequate Storage Yes / No		Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No
4. Harbor Boulevard at Merrimac Way (Southbound Left-Turn)										
▪ Average Queue	240	110	Yes	176	Yes	240	176	Yes	220	Yes
▪ 70 th Percentile Queue	240	132	Yes	198	Yes	240	198	Yes	264	No
▪ 85 th Percentile Queue	240	176	Yes	264	No	240	264	No	330	No
▪ 95 th Percentile Queue	240	242	No	330	No	240	308	No	418	No
6. Pinecreek Drive/S Street at Adams Avenue (Westbound Left-Turn)										
▪ Average Queue	140	44	Yes	66	Yes	140	154	No	154	No
▪ 70 th Percentile Queue	140	66	Yes	88	Yes	140	198	No	176	No
▪ 85 th Percentile Queue	140	88	Yes	110	Yes	140	242	No	220	No
▪ 95 th Percentile Queue	140	110	Yes	132	Yes	140	308	No	286	No
11. Fairview Road at Monitor Way (Northbound Left-Turn)										
▪ Average Queue	135	22	Yes	22	Yes	135	44	Yes	44	Yes
▪ 70 th Percentile Queue	135	22	Yes	22	Yes	135	44	Yes	66	Yes
▪ 85 th Percentile Queue	135	22	Yes	44	Yes	135	66	Yes	88	Yes
▪ 95 th Percentile Queue	135	44	Yes	44	Yes	135	66	Yes	110	Yes

TABLE 12-1 (CONTINUED)
YEAR 2024 PEAK HOUR INTERSECTION LEFT-TURN QUEUING ANALYSIS

	(1) Year 2024 Cumulative Traffic Conditions					(2) Year 2024 Cumulative Plus Project Traffic Conditions				
	Storage Provided (ft.)	AM Peak Hour		PM Peak Hour		Storage Provided (ft.)	AM Peak Hour		PM Peak Hour	
		Max. Queue (ft.)	Adequate Storage Yes / No	Max Queue (ft.)	Adequate Storage Yes / No		Max. Queue (ft.)	Adequate Storage Yes / No	Max. Queue (ft.)	Adequate Storage Yes / No
12. Fairview Road at Pirate Way/Mustang Way (Northbound Left-Turn)										
▪ Average Queue	235	66	Yes	66	Yes	235	110	Yes	110	Yes
▪ 70 th Percentile Queue	235	66	Yes	88	Yes	235	132	Yes	132	Yes
▪ 85 th Percentile Queue	235	88	Yes	110	Yes	235	154	Yes	176	Yes
▪ 95 th Percentile Queue	235	110	Yes	132	Yes	235	198	Yes	220	Yes
13. Fairview Road at Arlington Drive (Northbound Left-Turn)										
▪ Average Queue	220	22	Yes	22	Yes	220	44	Yes	44	Yes
▪ 70 th Percentile Queue	220	22	Yes	22	Yes	220	44	Yes	44	Yes
▪ 85 th Percentile Queue	220	22	Yes	44	Yes	220	44	Yes	66	Yes
▪ 95 th Percentile Queue	220	44	Yes	44	Yes	220	66	Yes	66	Yes
14. Fairview Road at Merrimac Way (Northbound Left-Turn)										
▪ Average Queue	350	44	Yes	88	Yes	350	66	Yes	88	Yes
▪ 70 th Percentile Queue	350	66	Yes	88	Yes	350	88	Yes	110	Yes
▪ 85 th Percentile Queue	350	88	Yes	132	Yes	350	110	Yes	132	Yes
▪ 95 th Percentile Queue	350	110	Yes	154	Yes	350	132	Yes	176	Yes

13.0 PARKING STRUCTURE EVALUATION

The prior project plan proposed a parking structure located at the intersection of Fairview Road/Arlington Drive that would be a shared use between Orange Coast College and the Fairgrounds during events at the Fairgrounds and/or Amphitheater. However, the plan as currently proposed has removed that parking structure from the plan and instead includes a new parking structure located within a portion of the Adams parking lot. This structure, as currently proposed, would not be shared with the Fairgrounds based on coordination with Orange Coast College administration staff. Nonetheless the following summarizes typical yearly special events at the Fairgrounds relative to activity at Orange Coast College, to address prior City of Costa Mesa comments.

13.1 Fairgrounds Events

Information was obtained from Fairgrounds administration staff regarding their typical yearly special events. The table below summarizes those typical yearly special events. The name of the event and the event schedule (i.e. days of the week the event occurs on) are listed.

FAIRGROUNDS SPECIAL EVENT SUMMARY TABLE

Event Name	Event Schedule
Amphitheater Concerts	Wednesday, Thursday, Friday, Saturday or Sunday in July and August
Orange County Fair	Wednesday – Sunday in July and August
MUSINK	Friday – Sunday in March
SCOTSFEST	Saturday and Sunday in May
Sand Sports Super Show	Friday – Sunday in September
Pet Expo	Friday – Sunday in April
Gem Fair	Friday – Sunday in February
Gun Show	Saturday and Sunday in May

As shown in the above table, the typical yearly cycle of special events occur on a Friday, Saturday or Sunday. The exceptions are Amphitheater Concerts and the Orange County Fair, which also occur on a Wednesday or Thursday. Even though these two events also occur on a Wednesday or Thursday, they both occur during the summer months (i.e. July and August) when Orange Coast College is in “summer session” and operating well below its normal peak that occurs during the school year (i.e. during fall semester and winter/spring semester).

Based on the above, it can be qualitatively concluded that events at the Fairgrounds and/or Amphitheater generally occur outside the peak operating times of Orange Coast College. As such, the traffic analysis contained within Section 8.0 of this report addressed the most conservative “worse case” traffic scenario.

14.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- **Project Description** – The approximately 160-acre project site is generally located west of Fairview Road between Adams Avenue and Merrimac Way in the City of Costa Mesa, California. The proposed Project will consist of the construction of new campus facilities and the renovation of existing campus facilities to meet the District’s instructional needs and to accommodate growth in the student body over the planning horizon and beyond for in-district students and out-of-district students. In addition to the new and/or renovated instructional space, the proposed Project will also consist of the construction of on-campus student housing, the construction of a mixed-use development consisting of conference/education office space, retail and/or food uses, an expansion/renovation to the existing recycling center and the construction of a new parking structure.

In order to facilitate the development of trip generation forecasts for the proposed Project, the aforementioned project description has been divided amongst four categories. These four categories consist of development related to 1) student growth; 2) the on-campus student housing project; 3) the mixed-use development project and 4) the recycling center expansion project. All project components are expected to be completed by the Year 2024. The following describes each of the four categories in detail.

- **Student Growth:** Orange Coast College has a current student enrollment of 21,410 students. As stated above, the renovation of existing campus facilities and the construction of new campus facilities, including the proposed parking structure to be located on a portion of the Adams parking lot are required to meet the District’s instructional needs and to accommodate growth in the student body for in-district students and out-of-district students. At completion of the Master Plan, Orange Coast College is projected to accommodate a future student enrollment of 28,332 students, resulting in a net increase of 6,922 students.
- **Student Housing:** The on-campus student housing project component will be generally located on the southwest corner of the intersection of Pinecreek Drive/S Street and Adams Avenue in the northwest corner of campus. The on-campus student housing project component will consist of 818 beds.
- **Mixed-Use Development:** The mixed-use development project component will be generally located on the northwest corner of the intersection of Fairview Road and Merrimac Way in the southeast corner of campus. The mixed-use development project component will consist of 89,000 SF of conference/education office space and up to 15,000 SF of retail/fast-casual restaurant space.
- **Recycling Center Expansion:** The recycling center currently exists on the north end of the campus between the athletic fields, with two access points currently provided along Adams Avenue (i.e. one inbound only driveway and one outbound only driveway). As shown in *Figure 2-2*, the recycling center will remain in its current location; however it will be expanded for the purposes of accommodating recycling demand in the City of Costa Mesa. The expanded facility will provide a greater area for visitors to drop off

recyclable materials at designated areas, provide more parking for patrons, provide a greater area for equipment storage and provide an area for outdoor instructional space. Access to the expanded facility will remain unchanged with one inbound only driveway and one outbound only driveway to be provided along Adams Avenue. A deceleration lane will also be provided along Adams Avenue at the inbound only driveway. At completion of the proposed recycling center expansion, it is expected that the site would collect triple the amount of waste that is currently collected at the existing facility, thus resulting in triple the amount of visitors to the expanded site.

Vehicular access to the campus would continue to be provided from Adams Avenue, Fairview Road and Merrimac Way. The vehicular entries from Monitor Way, Pirate Way and Arlington Drive would be enhanced with the addition of formal gateways and marked pedestrian drop-off points. The primary entry into Lot E off of Merrimac Way would also be enhanced. A new right-turn in/right-turn out only driveway would also be provided along Adams Avenue, located on the west end of the campus, near the proposed student housing project component (study location #35).

- **Study Scope** – The thirty five (35) key study intersections were selected for detailed peak hour level of service analyses under Existing Traffic Conditions, Existing Plus Project Traffic Conditions, Year 2024 Cumulative Traffic Conditions and Year 2024 Cumulative plus Project Traffic Conditions.

Key Study Intersections

- | | |
|---|---|
| 1. Harbor Boulevard at Gisler Avenue | 19. Lot D Dwy (Right-In/Out Only) at Merrimac Way |
| 2. Harbor Boulevard at Baker Street | 20. Lot E Driveway at Merrimac Way |
| 3. Harbor Boulevard at Adams Avenue | 21. Lot E Driveway (Right-In/Out Only) at Merrimac Way |
| 4. Harbor Boulevard at Merrimac Way | 22. Lot E Driveway/Church Driveway at Merrimac Way |
| 5. Harbor Boulevard at Fair Drive | 23. Lot E Driveway (Right-In/Out Only) at Merrimac Way |
| 6. Pinecreek Drive/S Street at Adams Avenue | 24. Recycling Center Driveway No. 1 at Adams Avenue |
| 7. Fairview Road at I-405 NB Ramps | 25. Recycling Center Driveway No. 2 at Adams Avenue |
| 8. Fairview Road at I-405 SB Ramps | 26. Placentia Avenue/Mesa Verde Drive at Adams Avenue |
| 9. Fairview Road at Baker Street | 27. Harbor Boulevard at South Coast Drive |
| 10. Fairview Rd at Adams Ave/El Camino Dr | 28. Harbor Boulevard at I-405 NB Ramps |
| 11. Fairview Road at Monitor Way | 29. Harbor Boulevard at I-405 SB Ramps |
| 12. Fairview Rd at Pirate Way/Mustang Way | 30. Harbor Boulevard at Victoria Street |
| 13. Fairview Road at Arlington Drive | 31. Fairview Road at South Coast Drive |
| 14. Fairview Road at Merrimac Way | 32. Bear Street at Baker Street |
| 15. Fairview Road at Fair Drive | 33. Newport Boulevard at SR-55 SB Ramps/Fair Drive |
| 16. Lot C Driveway at Merrimac Way | 34. Newport Blvd/SR-55 NB Ramps at Fair Drive/Del Mar Ave |
| 17. Lot D Driveway at Merrimac Way | 35. Project Dwy (near student housing component) at Adams Ave |
| 18. Lot D Dwy (Right-In/Out Only) at Merrimac Way | |

- **Existing Traffic Conditions** – All key study intersections currently operate at an acceptable service level during the AM and PM peak hours.
- **Project Trip Generation** – The student growth component of the proposed project (i.e. net increase of 6,922 students) is forecast to generate 8,798 daily trips, with 865 trips forecast during the AM peak hour and 976 trips forecast during the PM peak hour. The student housing component of the proposed project (i.e. 818 beds) is forecast to generate 1,947 daily trips, with 58 trips forecast during the AM peak hour and 123 trips forecast during the PM peak hour. The mixed use development component of the proposed project (i.e. 89,000 SF conference/education office space and 15,000 SF shopping center) is forecast to generate 2,763 daily trips, with 188 trips forecast during the AM peak hour and 284 trips forecast during the PM peak hour. The recycling center expansion component of the proposed project is forecast to generate 988 net daily trips, with 20 net trips forecast during the AM peak hour and 120 net trips forecast during the PM peak hour. Overall, as shown at the bottom of *Table 5-2*, the proposed Project is forecast to generate approximately 14,496 daily trips, with 1,131 trips (936 inbound, 195 outbound) produced in the AM peak hour and 1,503 trips (731 inbound, 772 outbound) produced in the PM peak hour on a typical weekday.
- **Cumulative Projects Traffic Characteristics** – The eight (8) cumulative projects are forecast to generate a combined total of 6,578 daily trips, with 418 trips (167 inbound and 251 outbound) forecast during the AM peak hour and 607 trips (289 inbound and 318 outbound) forecast during the PM peak hour.
- **Existing Plus Project Traffic Conditions** – The proposed Project will not significantly impact any of the thirty five (35) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. The thirty five (35) key study intersections currently operate and are forecast to continue to operate at an acceptable service level during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.
- **Year 2024 Cumulative Plus Project Traffic Conditions** – The proposed Project will not significantly impact any of the thirty five (35) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. Although the intersection of Harbor Boulevard at Victoria Street is forecast to operate at unacceptable LOS E during the PM peak hour with the addition of project traffic, the proposed Project is expected to add less than 0.010 to the ICU value. The remaining thirty four key study intersections are forecast to continue to operate at an acceptable service level during the AM and PM peak hours with the addition of Project generated traffic to existing traffic, ambient growth traffic and cumulative projects traffic.
- **State of California (Caltrans) Methodology** – The results of the “Existing Plus Project” and “Year 2024 Plus Project” traffic analyses using the State of California (Caltrans) Methodology indicate that the proposed Project will not significantly impact the six (6) state-controlled study intersections. As there are no significant impacts, no traffic mitigation measures are required or recommended for the six (6) state-controlled study intersections.

- **Recommended Existing Plus Project Improvements** – The results of the intersection capacity analysis presented previously in *Table 8-1* shows that the proposed Project will not significantly impact any of the thirty five (35) key study intersections under the “Existing Plus Project” traffic scenario. Given that there are no significant project impacts, no improvements are required to address this traffic scenario.
- **Recommended Year 2024 Plus Project Improvements** – The results of the intersection capacity analysis presented previously in *Table 8-2* shows that the proposed Project will not significantly impact any of the thirty five (35) key study intersections under the “Year 2024 Plus Project” traffic scenario. Given that there are no significant project impacts, no improvements are required to address this traffic scenario.
- **Focused Saturday Evaluation** – The results of the focused Saturday evaluation indicates that the proposed Project ***will not*** significantly impact any of the six (6) key study intersections under existing plus project Saturday traffic conditions or under Year 2024 plus project Saturday traffic conditions. Given that there are no significant project impacts, no improvements are required.
- **Intersection Left-Turn Queuing Analysis** – Adequate storage is provided for the identified left-turn pockets at four of the six intersections during the AM and PM peak hours. The average queue, 70th percentile queue, 85th percentile queue and 95th percentile queue are satisfied for the identified left-turn pockets at the intersections of Fairview Road/Monitor Way, Fairview Road/Pirate Way-Mustang Way, Fairview Road/Arlington Drive and Fairview Road/Merrimac Way in the Year 2024 without and with the proposed Project.

For the intersection of Harbor Boulevard/Merrimac Way, the existing storage for the dual southbound left-turn lanes can accommodate the average queue during the AM and PM peak hours in the Year 2024 with the proposed Project. The 70th percentile queue is also accommodated except during the PM peak hour. However, the 24 feet (240 - 264) that exceeds the existing storage during the PM peak hour can be accommodated within the transition area in advance of the pocket itself. The existing storage is exceeded during the AM and PM peak hours for the 85th and 95th percentile queues. However, with a cycle length of 120 seconds, the 85th and 95th percentile queues can be expected to occur only during a few signal cycles within the peak hours, which may cause some vehicles to intermittently queue into the number 1 through travel lane. During all other time periods, the queues will be accommodated within the existing turn pockets. It should be noted that the southbound left-turn pocket lengths are currently at their maximum feasible formalized storage length and lengthening them is not considered feasible.

For the intersection of Pinecreek Drive/S Street at Adams Avenue, the existing storage for the dual westbound left-turn lanes is exceeded with the proposed Project in the Year 2024 during the AM and PM peak hours for all reported queues. It should be noted that the average queue is calculated to exceed the existing pocket storage by 14 feet during the AM and PM peak hours, and can be accommodated within the transition area in advance of the formalized pocket. With a cycle length of 120 seconds, the 70th, 85th and 95th percentile queues can be expected to occur only during a few signal cycles within the peak hours, which may cause some vehicles to intermittently queue into the number 1 through travel lane. During all other time periods, the queues will be accommodated within the existing turn pockets. It should be noted that the

westbound left-turn pocket lengths are currently at their maximum feasible formalized storage length and lengthening them is not considered feasible.

- ***Parking Structure Evaluation*** – The typical yearly cycle of special events at the Fairgrounds occur on a Friday, Saturday or Sunday. The exceptions are Amphitheater Concerts and the Orange County Fair, which also occur on a Wednesday or Thursday. Even though these two events also occur on a Wednesday or Thursday, they both occur during the summer months (i.e. July and August) when Orange Coast College is in “summer session” and operating well below its normal peak that occurs during the school year (i.e. during fall semester and winter/spring semester). Based on the above, it can be qualitatively concluded that events at the Fairgrounds and/or Amphitheater generally occur outside the peak operating times of Orange Coast College. As such, the traffic analysis contained within Section 8.0 of this report addressed the most conservative “worse case” traffic scenario.

APPENDIX A

EXISTING TRAFFIC COUNT DATA



City: COSTA MESA
N-S Direction: HARBOR BOULEVARD
E-W Direction: GISLER AVENUE

File Name : h1311086
Site Code : 00000000
Start Date : 11/19/2013
Page No : 1

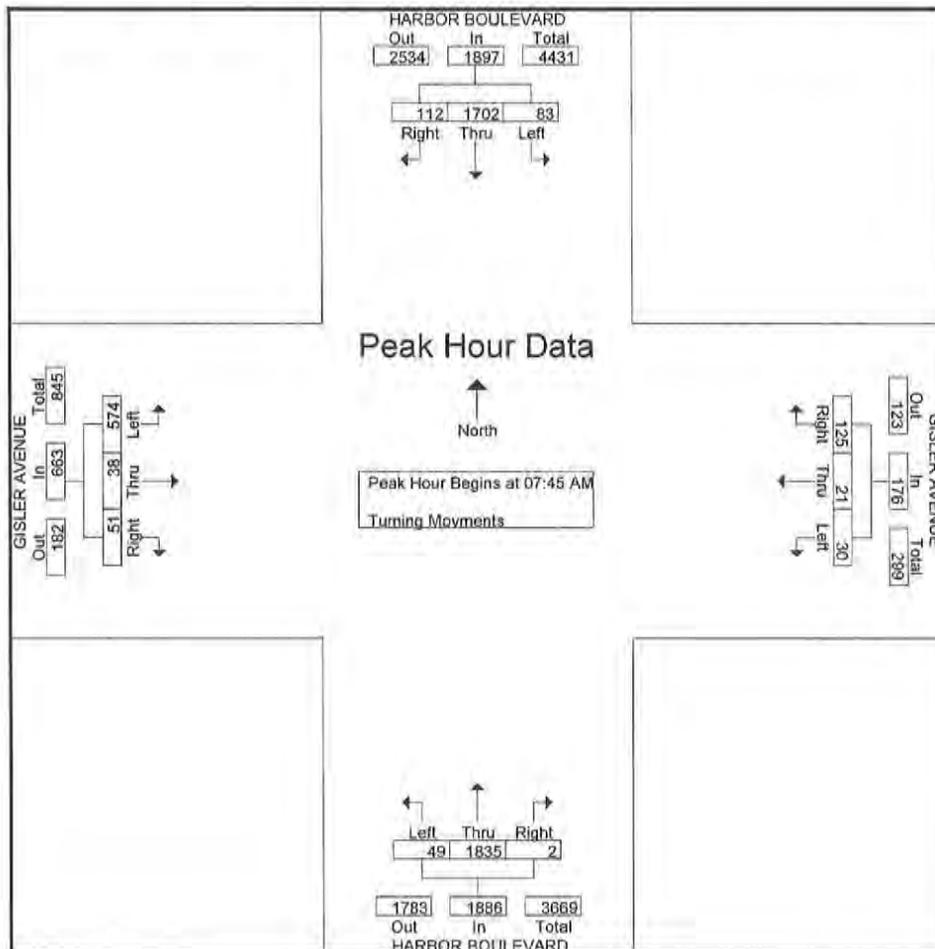
Groups Printed- Turning Movments

Start Time	HARBOR BOULEVARD Southbound			GISLER AVENUE Westbound			HARBOR BOULEVARD Northbound			GISLER AVENUE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	28	279	11	27	2	7	3	397	7	10	6	114	891
07:15 AM	25	314	17	24	4	5	0	412	5	13	7	119	945
07:30 AM	22	399	14	27	3	4	1	446	10	13	5	148	1092
07:45 AM	32	426	21	30	2	5	0	478	8	14	8	153	1177
Total	107	1418	63	108	11	21	4	1733	30	50	26	534	4105
08:00 AM	30	445	20	32	8	7	2	451	13	12	11	147	1178
08:15 AM	24	433	22	29	5	10	0	447	12	14	7	140	1143
08:30 AM	26	398	20	34	6	8	0	459	16	11	12	134	1124
08:45 AM	22	403	18	37	9	7	2	462	18	15	10	126	1129
Total	102	1679	80	132	28	32	4	1819	59	52	40	547	4574
*** BREAK ***													
04:00 PM	94	454	18	50	6	19	3	507	12	14	14	19	1210
04:15 PM	88	481	24	47	9	15	7	521	16	18	11	28	1265
04:30 PM	102	544	19	52	14	22	6	542	20	19	21	39	1400
04:45 PM	110	631	23	54	19	25	10	549	22	24	16	39	1522
Total	394	2110	84	203	48	81	26	2119	70	75	62	125	5397
05:00 PM	100	604	16	59	16	29	7	508	29	19	12	48	1447
05:15 PM	94	615	25	66	23	31	12	527	34	29	22	38	1516
05:30 PM	89	584	28	62	21	26	14	562	31	20	23	42	1502
05:45 PM	86	543	19	59	17	28	9	573	33	16	16	37	1436
Total	369	2346	88	246	77	114	42	2170	127	84	73	165	5901
Grand Total	972	7553	315	689	164	248	76	7841	286	261	201	1371	19977
Apprch %	11	85.4	3.6	62.6	14.9	22.5	0.9	95.6	3.5	14.2	11	74.8	
Total %	4.9	37.8	1.6	3.4	0.8	1.2	0.4	39.3	1.4	1.3	1	6.9	

City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: GISLER AVENUE

File Name : h1311086
 Site Code : 00000000
 Start Date : 11/19/2013
 Page No : 2

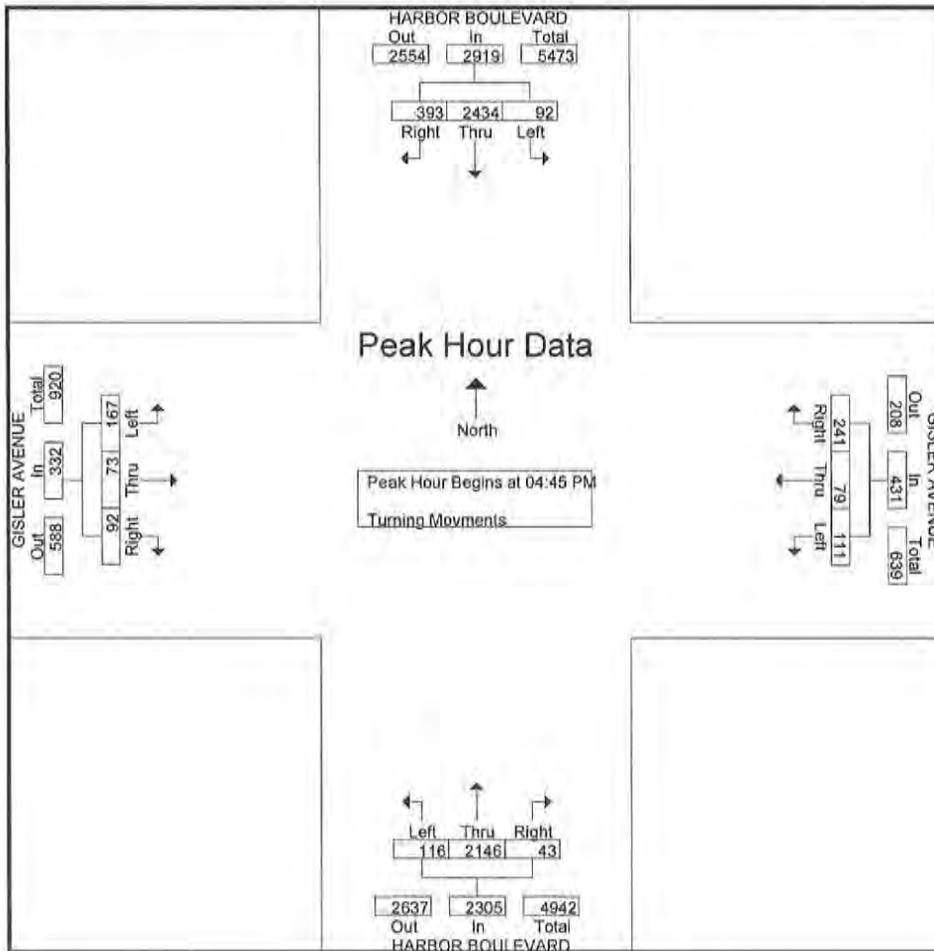
Start Time	HARBOR BOULEVARD Southbound				GISLER AVENUE Westbound				HARBOR BOULEVARD Northbound				GISLER AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	32	426	21	479	30	2	5	37	0	478	8	486	14	8	153	175	1177
08:00 AM	30	445	20	495	32	8	7	47	2	451	13	466	12	11	147	170	1178
08:15 AM	24	433	22	479	29	5	10	44	0	447	12	459	14	7	140	161	1143
08:30 AM	26	398	20	444	34	6	8	48	0	459	16	475	11	12	134	157	1124
Total Volume	112	1702	83	1897	125	21	30	176	2	1835	49	1886	51	38	574	663	4622
% App. Total	5.9	89.7	4.4		7.1	11.9	1.7		0.1	97.3	2.6		7.7	5.7	86.6		
PHF	.875	.956	.943	.958	.919	.656	.750	.917	.250	.960	.766	.970	.911	.792	.938	.947	.981



City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: GISLER AVENUE

File Name : h1311086
 Site Code : 00000000
 Start Date : 11/19/2013
 Page No : 3

Start Time	HARBOR BOULEVARD Southbound				GISLER AVENUE Westbound				HARBOR BOULEVARD Northbound				GISLER AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	110	631	23	764	54	19	25	98	10	549	22	581	24	16	39	79	1522
05:00 PM	100	604	16	720	59	16	29	104	7	508	29	544	19	12	48	79	1447
05:15 PM	94	615	25	734	66	23	31	120	12	527	34	573	29	22	38	89	1516
05:30 PM	89	584	28	701	62	21	26	109	14	562	31	607	20	23	42	85	1502
Total Volume	393	2434	92	2919	241	79	111	431	43	2146	116	2305	92	73	167	332	5987
% App. Total	13.5	83.4	3.2		55.9	18.3	25.8		1.9	93.1	5		27.7	22	50.3		
PHF	.893	.964	.821	.955	.913	.859	.895	.898	.768	.955	.853	.949	.793	.793	.870	.933	.983





City: COSTA MESA
N-S Direction: HARBOR BOULEVARD
E-W Direction: BAKER STREET

File Name : H1311087
Site Code : 00005060
Start Date : 11/19/2013
Page No : 1

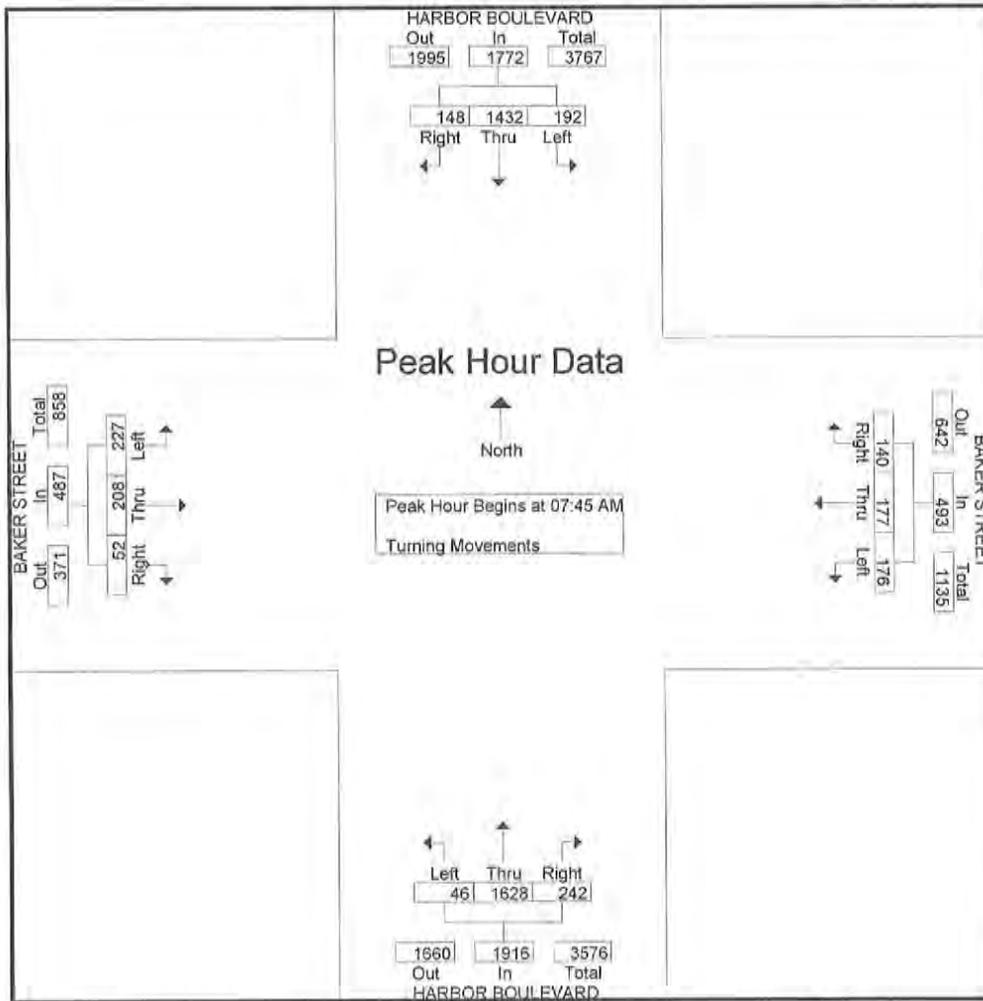
Groups Printed- Turning Movements

Start Time	HARBOR BOULEVARD Southbound			BAKER STREET Westbound			HARBOR BOULEVARD Northbound			BAKER STREET Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	19	241	32	12	17	31	34	301	2	2	21	40	752
07:15 AM	30	299	32	14	25	21	18	333	3	9	32	40	856
07:30 AM	12	317	24	34	21	29	29	392	7	11	51	50	977
07:45 AM	26	406	55	32	34	25	64	472	5	15	65	56	1255
Total	87	1263	143	92	97	106	145	1498	17	37	169	186	3840
08:00 AM	36	386	53	37	41	49	43	416	21	13	36	54	1185
08:15 AM	48	352	50	38	47	40	69	379	11	12	59	50	1155
08:30 AM	38	288	34	33	55	62	66	361	9	12	48	67	1073
08:45 AM	41	334	57	36	46	41	39	388	9	14	50	49	1104
Total	163	1360	194	144	189	192	217	1544	50	51	193	220	4517
*** BREAK ***													
04:00 PM	66	444	52	82	96	73	70	425	71	19	39	61	1498
04:15 PM	61	439	53	77	119	76	61	410	37	12	59	57	1461
04:30 PM	61	459	52	67	150	58	69	431	23	9	28	60	1467
04:45 PM	68	463	55	64	136	100	60	493	22	11	44	51	1567
Total	256	1805	212	290	501	307	260	1759	153	51	170	229	5993
05:00 PM	72	473	50	77	123	143	44	474	28	12	26	50	1572
05:15 PM	75	553	63	108	168	124	67	471	40	18	50	46	1783
05:30 PM	65	550	43	82	158	126	62	450	37	13	57	56	1699
05:45 PM	74	492	50	94	143	115	75	438	45	13	28	44	1611
Total	286	2068	206	361	592	508	248	1833	150	56	161	196	6665
Grand Total	792	6496	755	887	1379	1113	870	6634	370	195	693	831	21015
Apprch %	9.8	80.8	9.4	26.3	40.8	32.9	11	84.3	4.7	11.3	40.3	48.3	
Total %	3.8	30.9	3.6	4.2	6.6	5.3	4.1	31.6	1.8	0.9	3.3	4	

City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: BAKER STREET

File Name : H1311087
 Site Code : 00005060
 Start Date : 11/19/2013
 Page No : 2

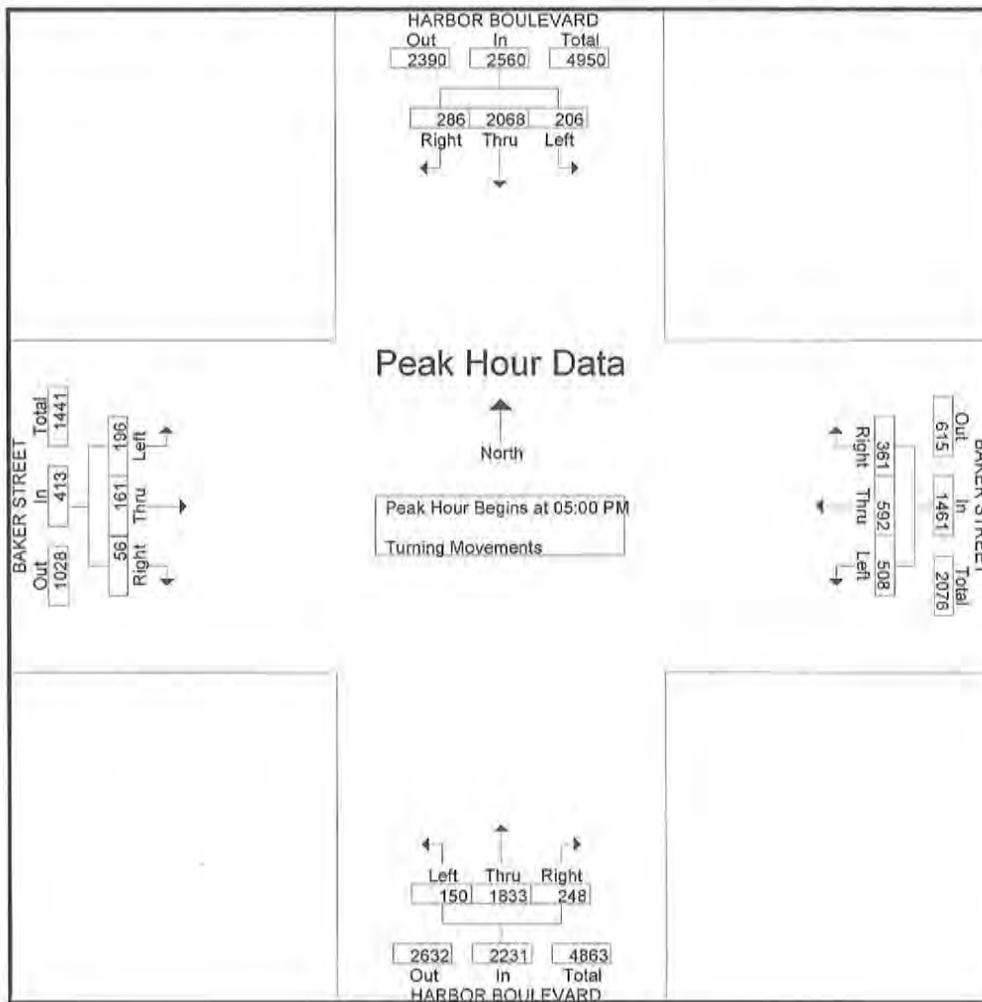
Start Time	HARBOR BOULEVARD Southbound				BAKER STREET Westbound				HARBOR BOULEVARD Northbound				BAKER STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	26	406	55	487	32	34	25	91	64	472	5	541	15	65	56	136	1255
08:00 AM	36	386	53	475	37	41	49	127	43	416	21	480	13	36	54	103	1185
08:15 AM	48	352	50	450	38	47	40	125	69	379	11	459	12	59	50	121	1155
08:30 AM	38	288	34	360	33	55	62	150	66	361	9	436	12	48	67	127	1073
Total Volume	148	1432	192	1772	140	177	176	493	242	1628	46	1916	52	208	227	487	4668
% App. Total	8.4	80.8	10.8		28.4	35.9	35.7		12.6	85	2.4		10.7	42.7	46.6		
PHF	.771	.882	.873	.910	.921	.805	.710	.822	.877	.862	.548	.885	.867	.800	.847	.895	.930



City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: BAKER STREET

File Name : H1311087
 Site Code : 00005060
 Start Date : 11/19/2013
 Page No : 3

Start Time	HARBOR BOULEVARD Southbound				BAKER STREET Westbound				HARBOR BOULEVARD Northbound				BAKER STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	72	473	50	595	77	123	143	343	44	474	28	546	12	26	50	88	1572
05:15 PM	75	553	63	691	108	168	124	400	67	471	40	578	18	50	46	114	1783
05:30 PM	65	550	43	658	82	158	126	366	62	450	37	549	13	57	56	126	1699
05:45 PM	74	492	50	616	94	143	115	352	75	438	45	558	13	28	44	85	1611
Total Volume	286	2068	206	2560	361	592	508	1461	248	1833	150	2231	56	161	196	413	6665
% App. Total	11.2	80.8	8		24.7	40.5	34.8		11.1	82.2	6.7		13.6	39	47.5		
PHF	.953	.935	.817	.926	.836	.881	.888	.913	.827	.967	.833	.965	.778	.706	.875	.819	.935





City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: ADAMS AVENUE

File Name : H1311088
 Site Code : 00005060
 Start Date : 11/19/2013
 Page No : 1

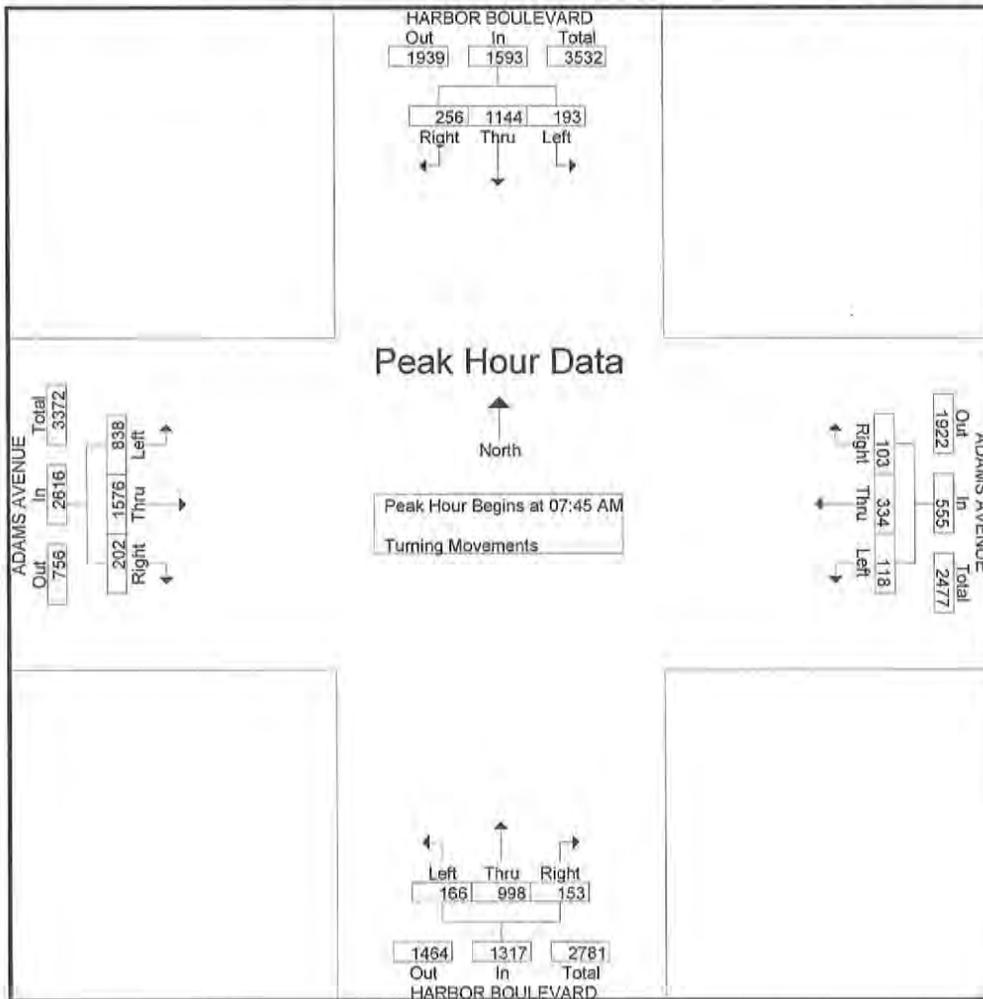
Groups Printed- Turning Movements

Start Time	HARBOR BOULEVARD Southbound			ADAMS AVENUE Westbound			HARBOR BOULEVARD Northbound			ADAMS AVENUE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	40	209	9	8	41	14	10	156	16	20	151	138	812
07:15 AM	40	213	18	17	36	18	5	174	25	27	280	157	1010
07:30 AM	58	274	58	12	55	15	10	202	35	33	296	240	1288
07:45 AM	68	280	74	31	75	29	19	261	36	47	475	267	1662
Total	206	976	159	68	207	76	44	793	112	127	1202	802	4772
08:00 AM	76	297	62	24	83	26	28	267	43	51	376	206	1539
08:15 AM	67	258	31	21	111	39	84	197	48	55	378	156	1445
08:30 AM	45	309	26	27	65	24	22	273	39	49	347	209	1435
08:45 AM	57	323	52	19	107	16	15	202	40	53	265	212	1361
Total	245	1187	171	91	366	105	149	939	170	208	1366	783	5780
*** BREAK ***													
04:00 PM	153	334	51	50	260	39	35	434	79	38	137	93	1703
04:15 PM	153	348	42	43	222	50	49	484	82	29	60	96	1658
04:30 PM	171	322	37	51	270	42	24	389	85	30	140	84	1645
04:45 PM	176	321	41	56	310	49	35	396	87	30	147	88	1736
Total	653	1325	171	200	1062	180	143	1703	333	127	484	361	6742
05:00 PM	205	374	32	49	271	41	27	425	84	23	163	90	1784
05:15 PM	190	408	48	37	313	44	22	417	126	40	159	87	1891
05:30 PM	191	460	57	25	319	29	20	442	119	24	158	92	1936
05:45 PM	175	414	54	92	276	31	12	410	103	24	167	73	1831
Total	761	1656	191	203	1179	145	81	1694	432	111	647	342	7442
Grand Total	1865	5144	692	562	2814	506	417	5129	1047	573	3699	2288	24736
Apprch %	24.2	66.8	9	14.5	72.5	13	6.3	77.8	15.9	8.7	56.4	34.9	
Total %	7.5	20.8	2.8	2.3	11.4	2	1.7	20.7	4.2	2.3	15	9.2	

City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: ADAMS AVENUE

File Name : H1311088
 Site Code : 00005060
 Start Date : 11/19/2013
 Page No : 2

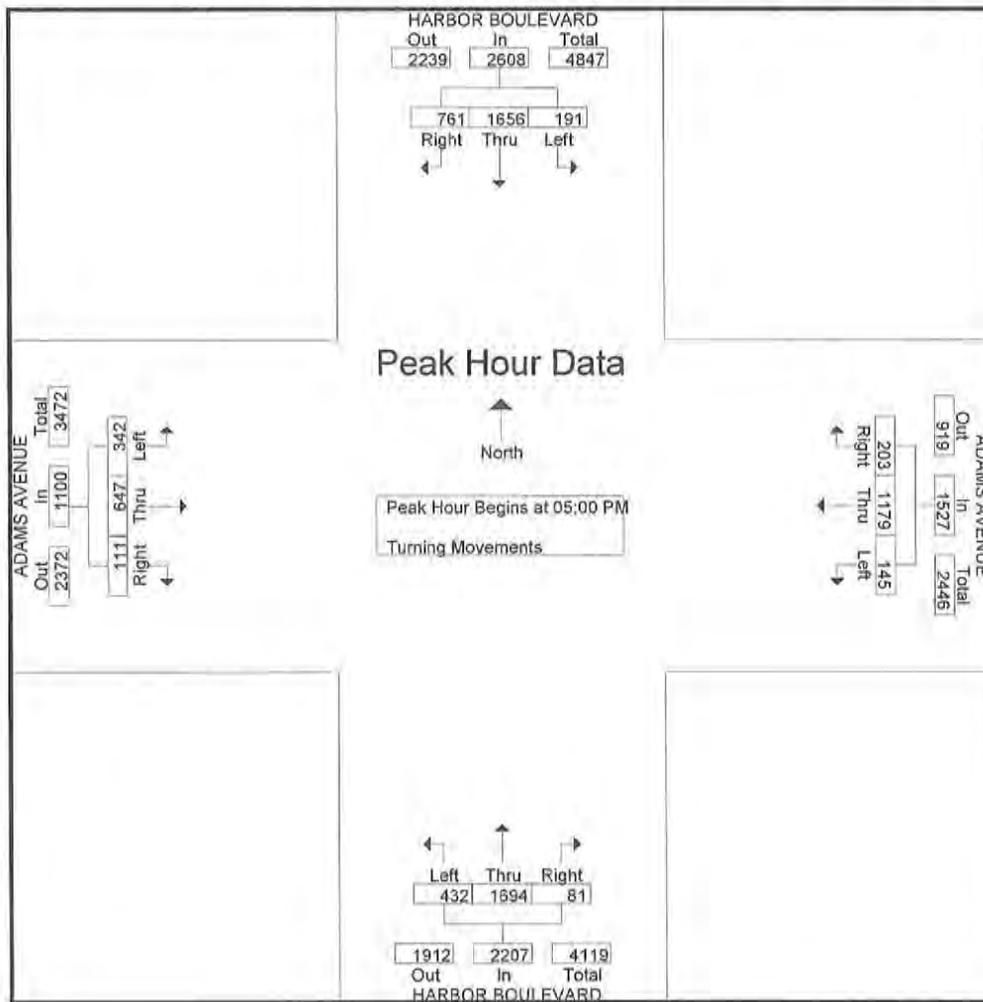
Start Time	HARBOR BOULEVARD Southbound				ADAMS AVENUE Westbound				HARBOR BOULEVARD Northbound				ADAMS AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	68	280	74	422	31	75	29	135	19	261	36	316	47	475	267	789	1662
08:00 AM	76	297	62	435	24	83	26	133	28	267	43	338	51	376	206	633	1539
08:15 AM	67	258	31	356	21	111	39	171	84	197	48	329	55	378	156	589	1445
08:30 AM	45	309	26	380	27	65	24	116	22	273	39	334	49	347	209	605	1435
Total Volume	256	1144	193	1593	103	334	118	555	153	998	166	1317	202	1576	838	2616	6081
% App. Total	16.1	71.8	12.1		18.6	60.2	21.3		11.6	75.8	12.6		7.7	60.2	32		
PHF	.842	.926	.652	.916	.831	.752	.756	.811	.455	.914	.865	.974	.918	.829	.785	.829	.915



City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: ADAMS AVENUE

File Name : H1311088
 Site Code : 00005060
 Start Date : 11/19/2013
 Page No : 3

Start Time	HARBOR BOULEVARD Southbound				ADAMS AVENUE Westbound				HARBOR BOULEVARD Northbound				ADAMS AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	205	374	32	611	49	271	41	361	27	425	84	536	23	163	90	276	1784
05:15 PM	190	408	48	646	37	313	44	394	22	417	126	565	40	159	87	286	1891
05:30 PM	191	460	57	708	25	319	29	373	20	442	119	581	24	158	92	274	1936
05:45 PM	175	414	54	643	92	276	31	399	12	410	103	525	24	167	73	264	1831
Total Volume	761	1656	191	2608	203	1179	145	1527	81	1694	432	2207	111	647	342	1100	7442
% App. Total	29.2	63.5	7.3		13.3	77.2	9.5		3.7	76.8	19.6		10.1	58.8	31.1		
PHF	.928	.900	.838	.921	.552	.924	.824	.957	.750	.958	.857	.950	.694	.969	.929	.962	.961





City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: MERRIMAC WAY

File Name : h1311089
 Site Code : 00000000
 Start Date : 11/19/2013
 Page No : 1

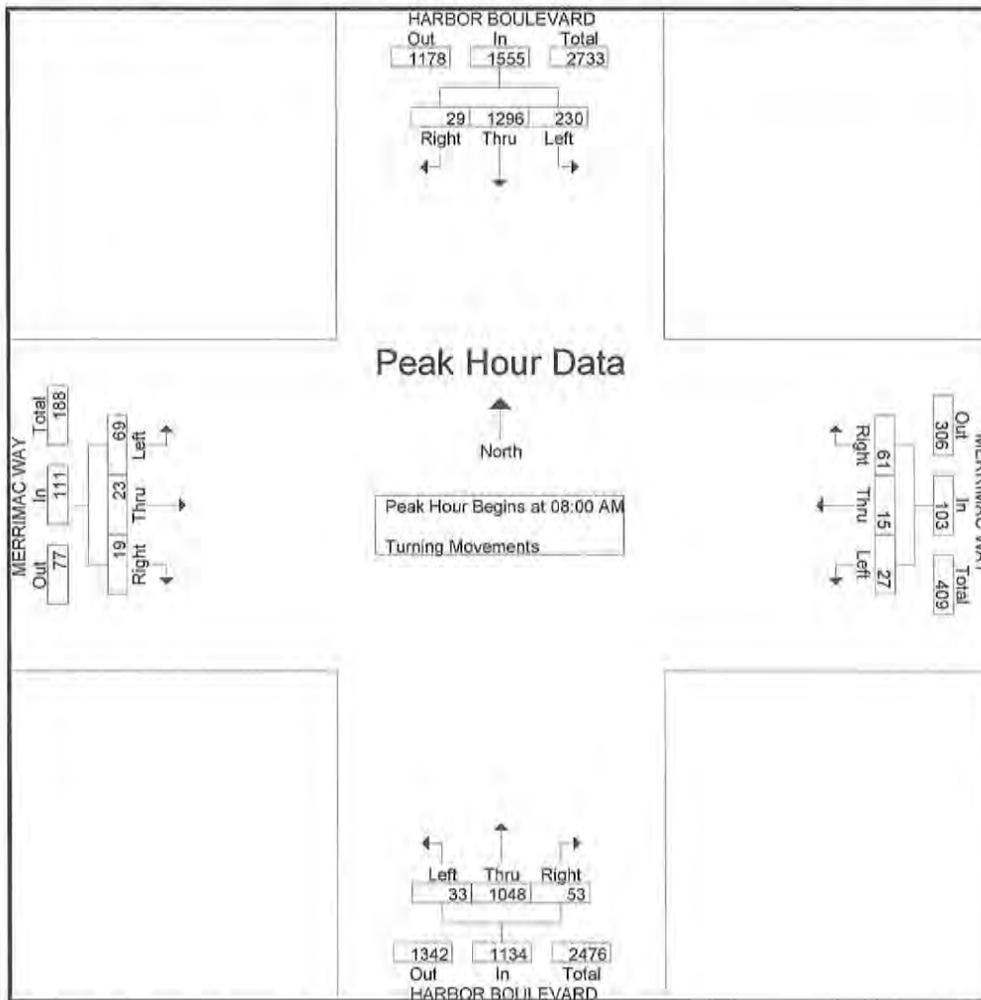
Groups Printed- Turning Movements

Start Time	HARBOR BOULEVARD Southbound			MERRIMAC WAY Westbound			HARBOR BOULEVARD Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	13	210	34	7	3	1	2	189	9	12	3	17	500
07:15 AM	10	219	41	9	1	2	4	194	5	10	1	12	508
07:30 AM	8	206	36	2	1	1	1	204	3	5	1	7	475
07:45 AM	7	304	29	11	1	2	18	250	7	9	7	16	661
Total	38	939	140	29	6	6	25	837	24	36	12	52	2144
08:00 AM	6	309	32	12	0	2	4	279	5	4	2	9	664
08:15 AM	11	347	62	11	9	13	19	269	14	5	11	26	797
08:30 AM	9	331	56	14	4	6	12	253	9	7	5	22	728
08:45 AM	3	309	80	24	2	6	18	247	5	3	5	12	714
Total	29	1296	230	61	15	27	53	1048	33	19	23	69	2903
*** BREAK ***													
04:00 PM	12	393	33	73	13	29	27	496	6	9	7	20	1118
04:15 PM	5	307	47	62	6	34	12	368	10	2	4	32	889
04:30 PM	8	325	36	73	9	19	12	434	8	8	6	16	954
04:45 PM	15	412	43	78	10	26	9	429	8	6	4	14	1054
Total	40	1437	159	286	38	108	60	1727	32	25	21	82	4015
05:00 PM	22	419	59	68	10	11	21	454	5	10	4	19	1102
05:15 PM	4	432	69	92	8	30	20	494	10	6	3	20	1188
05:30 PM	9	413	37	57	11	21	21	445	16	11	7	11	1059
05:45 PM	14	366	71	54	10	24	23	487	7	4	2	19	1081
Total	49	1630	236	271	39	86	85	1880	38	31	16	69	4430
Grand Total	156	5302	765	647	98	227	223	5492	127	111	72	272	13492
Apprch %	2.5	85.2	12.3	66.6	10.1	23.4	3.8	94	2.2	24.4	15.8	59.8	
Total %	1.2	39.3	5.7	4.8	0.7	1.7	1.7	40.7	0.9	0.8	0.5	2	

City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: MERRIMAC WAY

File Name : h1311089
 Site Code : 00000000
 Start Date : 11/19/2013
 Page No : 2

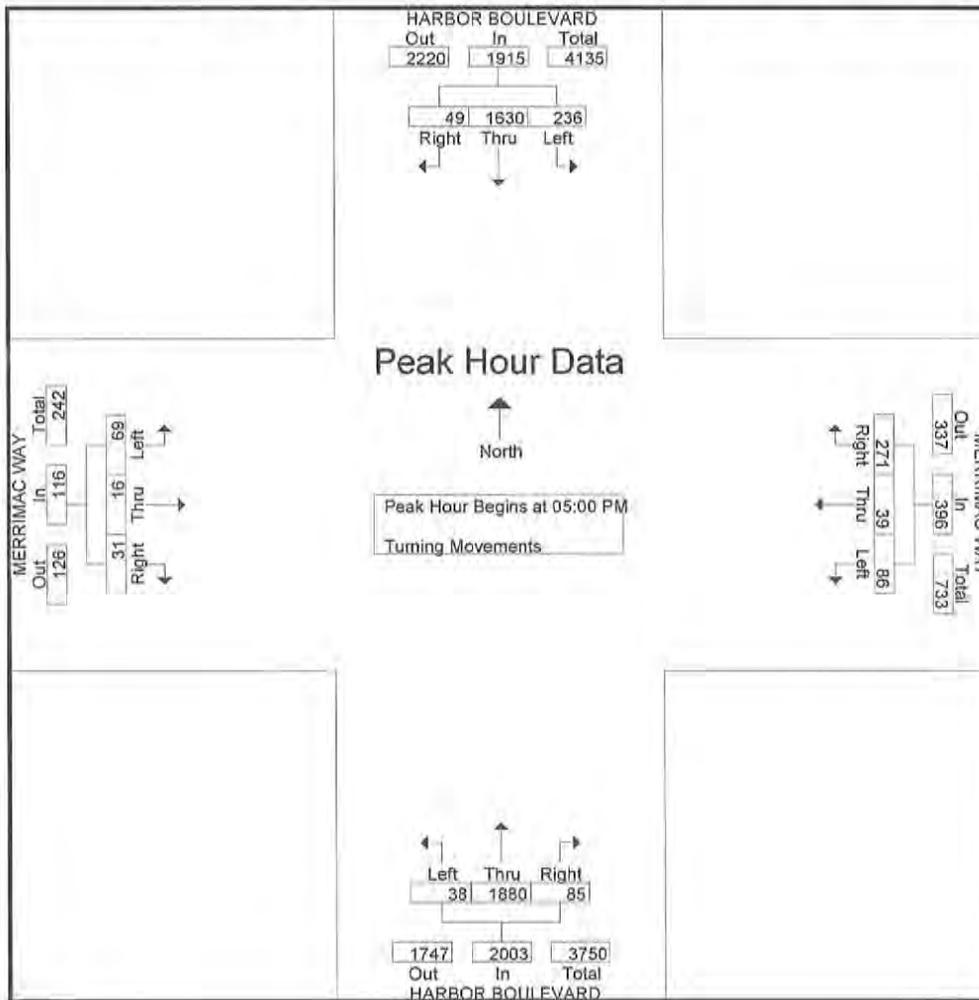
Start Time	HARBOR BOULEVARD Southbound				MERRIMAC WAY Westbound				HARBOR BOULEVARD Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	309	32	347	12	0	2	14	4	279	5	288	4	2	9	15	664
08:15 AM	11	347	62	420	11	9	13	33	19	269	14	302	5	11	26	42	797
08:30 AM	9	331	56	396	14	4	6	24	12	253	9	274	7	5	22	34	728
08:45 AM	3	309	80	392	24	2	6	32	18	247	5	270	3	5	12	20	714
Total Volume	29	1296	230	1555	61	15	27	103	53	1048	33	1134	19	23	69	111	2903
% App. Total	1.9	83.3	14.8		59.2	14.6	26.2		4.7	92.4	2.9		17.1	20.7	62.2		
PHF	.659	.934	.719	.926	.635	.417	.519	.780	.697	.939	.589	.939	.679	.523	.663	.661	.911



City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: MERRIMAC WAY

File Name : h1311089
 Site Code : 0000000
 Start Date : 11/19/2013
 Page No : 3

Start Time	HARBOR BOULEVARD Southbound				MERRIMAC WAY Westbound				HARBOR BOULEVARD Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	22	419	59	500	68	10	11	89	21	454	5	480	10	4	19	33	1102
05:15 PM	4	432	69	505	92	8	30	130	20	494	10	524	6	3	20	29	1188
05:30 PM	9	413	37	459	57	11	21	89	21	445	16	482	11	7	11	29	1059
05:45 PM	14	366	71	451	54	10	24	88	23	487	7	517	4	2	19	25	1081
Total Volume	49	1630	236	1915	271	39	86	396	85	1880	38	2003	31	16	69	116	4430
% App. Total	2.6	85.1	12.3		68.4	9.8	21.7		4.2	93.9	1.9		26.7	13.8	59.5		
PHF	.557	.943	.831	.948	.736	.886	.717	.762	.924	.951	.594	.956	.705	.571	.863	.879	.932





City: COSTA MESA
N-S Direction: HARBOR BOULEVARD
E-W Direction: FAIR DRIVE

File Name : H1311090
Site Code : 00000571
Start Date : 11/19/2013
Page No : 1

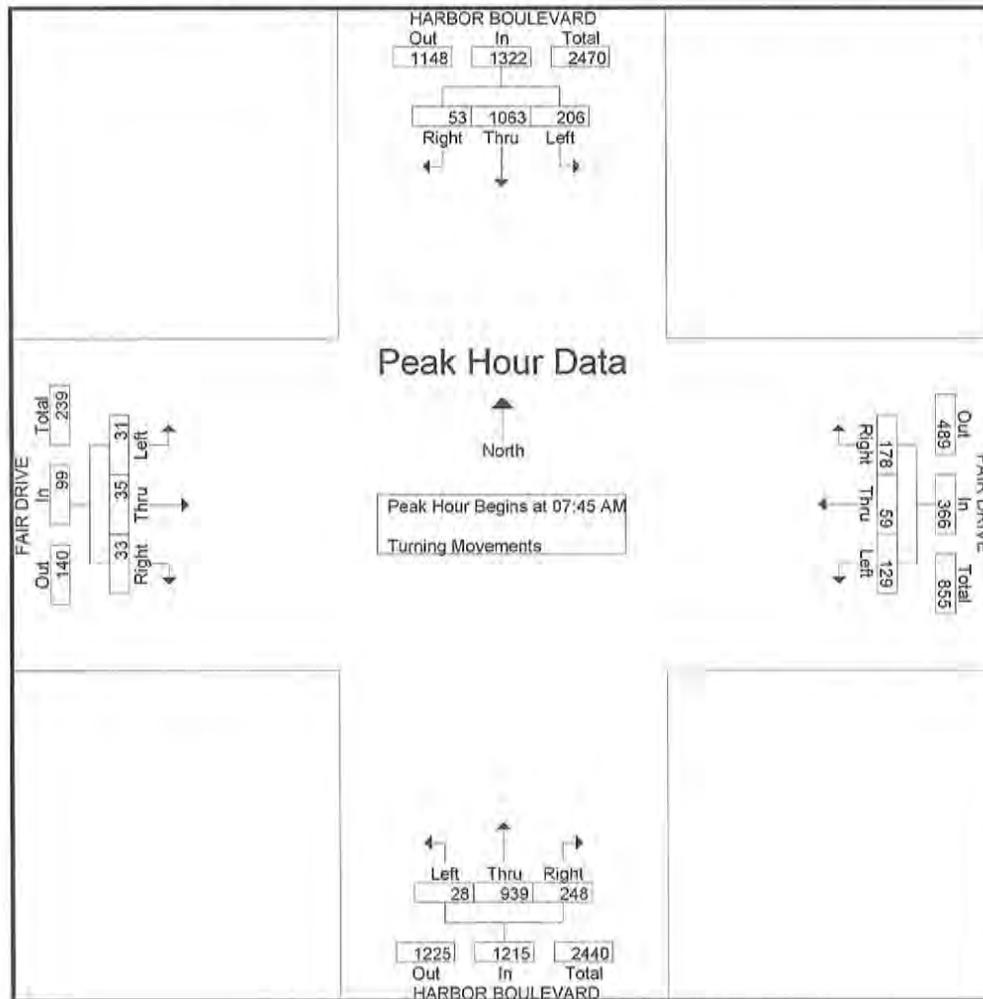
Groups Printed- Turning Movements

Start Time	HARBOR BOULEVARD Southbound			FAIR DRIVE Westbound			HARBOR BOULEVARD Northbound			FAIR DRIVE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	13	125	27	24	14	22	35	125	7	7	6	2	407
07:15 AM	24	175	46	32	19	34	29	140	9	6	14	10	538
07:30 AM	18	179	84	48	22	33	74	181	7	10	15	11	682
07:45 AM	18	259	67	59	20	26	74	232	8	6	11	11	791
Total	73	738	224	163	75	115	212	678	31	29	46	34	2418
08:00 AM	21	242	53	48	15	29	73	228	14	10	8	5	746
08:15 AM	5	294	47	39	12	40	59	240	3	9	10	6	764
08:30 AM	9	268	39	32	12	34	42	239	3	8	6	9	701
08:45 AM	9	299	44	46	4	33	48	238	3	3	7	8	742
Total	44	1103	183	165	43	136	222	945	23	30	31	28	2953
*** BREAK ***													
04:00 PM	5	342	49	81	4	48	51	329	1	8	17	10	945
04:15 PM	7	295	51	79	5	75	61	375	12	8	15	9	992
04:30 PM	3	312	50	82	10	83	50	337	6	17	16	14	980
04:45 PM	9	423	34	88	3	101	65	392	7	14	11	9	1156
Total	24	1372	184	330	22	307	227	1433	26	47	59	42	4073
05:00 PM	5	388	33	119	6	106	52	364	3	5	15	12	1108
05:15 PM	7	381	60	142	11	95	61	383	3	11	7	3	1164
05:30 PM	5	382	53	132	7	99	50	337	9	7	5	9	1095
05:45 PM	9	334	43	120	14	93	52	378	9	3	5	7	1067
Total	26	1485	189	513	38	393	215	1462	24	26	32	31	4434
Grand Total	167	4698	780	1171	178	951	876	4518	104	132	168	135	13878
Apprch %	3	83.2	13.8	50.9	7.7	41.3	15.9	82.2	1.9	30.3	38.6	31	
Total %	1.2	33.9	5.6	8.4	1.3	6.9	6.3	32.6	0.7	1	1.2	1	

City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: FAIR DRIVE

File Name : H1311090
 Site Code : 00000571
 Start Date : 11/19/2013
 Page No : 2

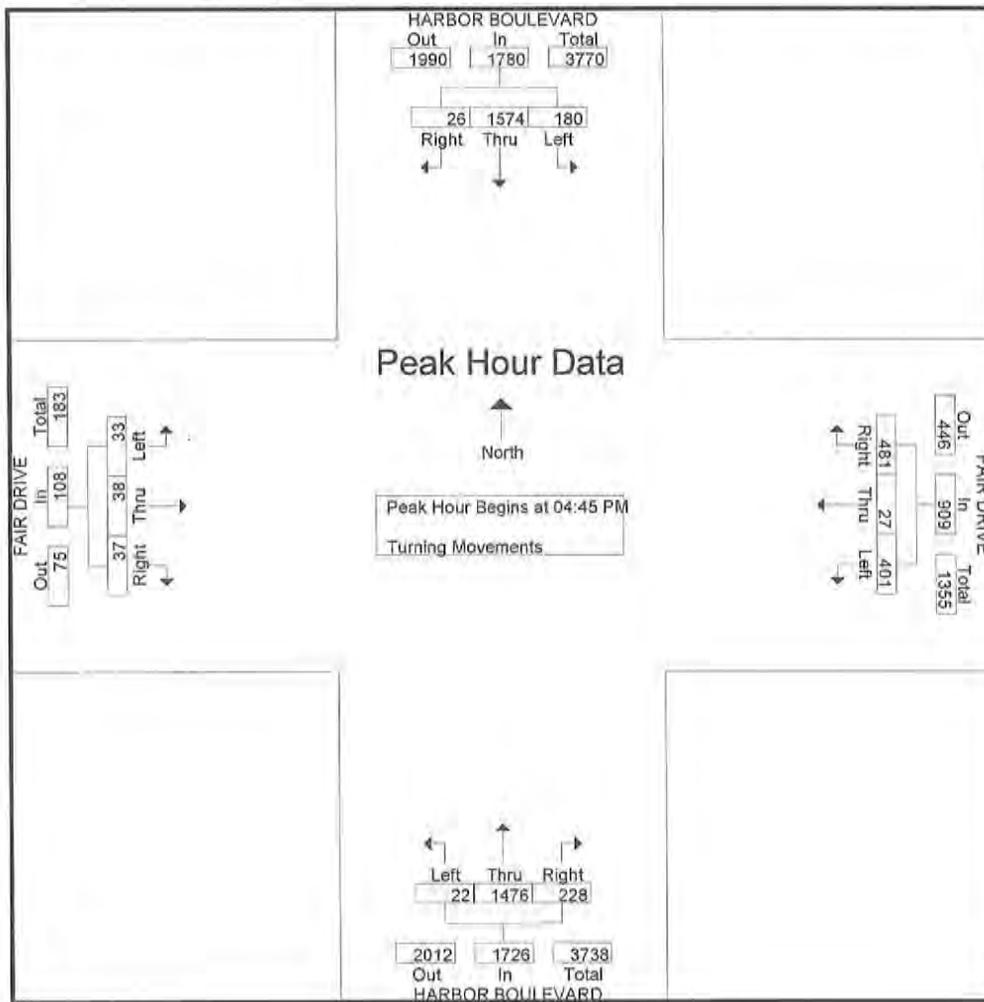
Start Time	HARBOR BOULEVARD Southbound				FAIR DRIVE Westbound				HARBOR BOULEVARD Northbound				FAIR DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	259	67	344	59	20	26	105	74	232	8	314	6	11	11	28	791
08:00 AM	21	242	53	316	48	15	29	92	73	228	14	315	10	8	5	23	746
08:15 AM	5	294	47	346	39	12	40	91	59	240	3	302	9	10	6	25	764
08:30 AM	9	268	39	316	32	12	34	78	42	239	3	284	8	6	9	23	701
Total Volume	53	1063	206	1322	178	59	129	366	248	939	28	1215	33	35	31	99	3002
% App. Total	4	80.4	15.6		48.6	16.1	35.2		20.4	77.3	2.3		33.3	35.4	31.3		
PHF	.631	.904	.769	.955	.754	.738	.806	.871	.838	.978	.500	.964	.825	.795	.705	.884	.949



City: COSTA MESA
 N-S Direction: HARBOR BOULEVARD
 E-W Direction: FAIR DRIVE

File Name : H1311090
 Site Code : 00000571
 Start Date : 11/19/2013
 Page No : 3

Start Time	HARBOR BOULEVARD Southbound				FAIR DRIVE Westbound				HARBOR BOULEVARD Northbound				FAIR DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	423	34	466	88	3	101	192	65	392	7	464	14	11	9	34	1156
05:00 PM	5	388	33	426	119	6	106	231	52	364	3	419	5	15	12	32	1108
05:15 PM	7	381	60	448	142	11	95	248	61	383	3	447	11	7	3	21	1164
05:30 PM	5	382	53	440	132	7	99	238	50	337	9	396	7	5	9	21	1095
Total Volume	26	1574	180	1780	481	27	401	909	228	1476	22	1726	37	38	33	108	4523
% App. Total	1.5	88.4	10.1		52.9	3	44.1		13.2	85.5	1.3		34.3	35.2	30.6		
PHF	.722	.930	.750	.955	.847	.614	.946	.916	.877	.941	.611	.930	.661	.633	.688	.794	.971





City: COSTA MESA
N-S Direction: PINECREEK DRIVE
E-W Direction: ADAMS AVENUE

File Name : h1311017
Site Code : 00003873
Start Date : 10/29/2013
Page No : 1

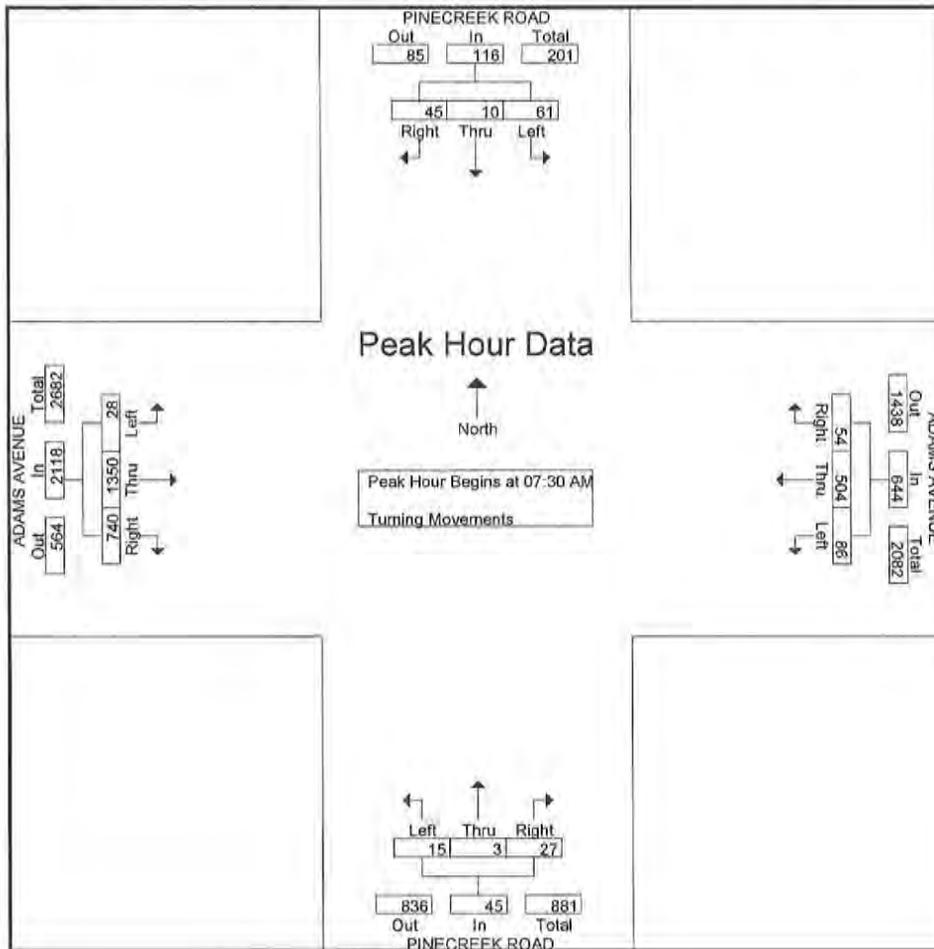
Groups Printed- Turning Movements

Start Time	PINECREEK ROAD Southbound			ADAMS AVENUE Westbound			PINECREEK ROAD Northbound			ADAMS AVENUE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	4	0	6	4	88	6	1	0	1	30	237	6	383
07:15 AM	10	0	11	7	98	6	3	0	1	86	280	1	503
07:30 AM	13	1	28	13	100	11	4	2	1	228	316	3	720
07:45 AM	8	3	16	8	155	41	9	0	7	296	336	7	886
Total	35	4	61	32	441	64	17	2	10	640	1169	17	2492
08:00 AM	15	4	5	18	110	15	9	0	5	142	342	9	674
08:15 AM	9	2	12	15	139	19	5	1	2	74	356	9	643
08:30 AM	15	2	17	11	132	18	5	1	7	76	326	13	623
08:45 AM	26	4	17	5	126	31	11	0	11	111	290	6	638
Total	65	12	51	49	507	83	30	2	25	403	1314	37	2578
*** BREAK ***													
04:00 PM	18	1	15	15	262	17	50	4	76	32	134	7	631
04:15 PM	17	1	16	28	258	27	43	6	85	24	161	13	679
04:30 PM	21	1	15	20	309	18	42	3	47	36	159	15	686
04:45 PM	27	4	13	25	324	23	40	1	58	33	177	15	740
Total	83	7	59	88	1153	85	175	14	266	125	631	50	2736
05:00 PM	25	6	20	35	327	30	53	11	68	47	159	18	799
05:15 PM	21	4	12	70	281	38	41	8	66	74	207	21	843
05:30 PM	19	8	13	31	292	37	31	5	71	117	224	19	867
05:45 PM	25	7	16	32	313	48	20	6	43	109	174	13	806
Total	90	25	61	168	1213	153	145	30	248	347	764	71	3315
Grand Total	273	48	232	337	3314	385	367	48	549	1515	3878	175	11121
Apprch %	49.4	8.7	42	8.3	82.1	9.5	38.1	5	57	27.2	69.6	3.1	
Total %	2.5	0.4	2.1	3	29.8	3.5	3.3	0.4	4.9	13.6	34.9	1.6	

City: COSTA MESA
 N-S Direction: PINECREEK DRIVE
 E-W Direction: ADAMS AVENUE

File Name : h1311017
 Site Code : 00003873
 Start Date : 10/29/2013
 Page No : 2

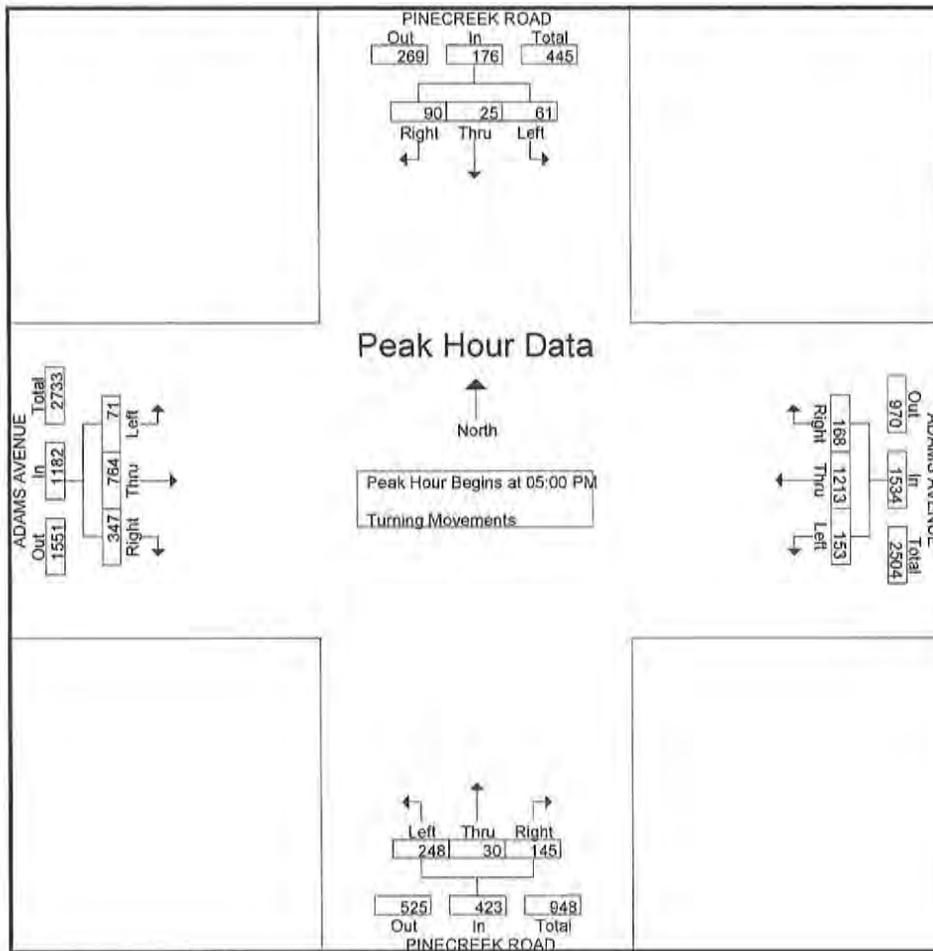
Start Time	PINECREEK ROAD Southbound				ADAMS AVENUE Westbound				PINECREEK ROAD Northbound				ADAMS AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	1	28	42	13	100	11	124	4	2	1	7	228	316	3	547	720
07:45 AM	8	3	16	27	8	155	41	204	9	0	7	16	296	336	7	639	886
08:00 AM	15	4	5	24	18	110	15	143	9	0	5	14	142	342	9	493	674
08:15 AM	9	2	12	23	15	139	19	173	5	1	2	8	74	356	9	439	643
Total Volume	45	10	61	116	54	504	86	644	27	3	15	45	740	1350	28	2118	2923
% App. Total	38.8	8.6	52.6		8.4	78.3	13.4		60	6.7	33.3		34.9	63.7	1.3		
PHF	.750	.625	.545	.690	.750	.813	.524	.789	.750	.375	.536	.703	.625	.948	.778	.829	.825



City: COSTA MESA
 N-S Direction: PINECREEK DRIVE
 E-W Direction: ADAMS AVENUE

File Name : h1311017
 Site Code : 00003873
 Start Date : 10/29/2013
 Page No : 3

Start Time	PINECREEK ROAD Southbound				ADAMS AVENUE Westbound				PINECREEK ROAD Northbound				ADAMS AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	25	6	20	51	35	327	30	392	53	11	68	132	47	159	18	224	799
05:15 PM	21	4	12	37	70	281	38	389	41	8	66	115	74	207	21	302	843
05:30 PM	19	8	13	40	31	292	37	360	31	5	71	107	117	224	19	360	867
05:45 PM	25	7	16	48	32	313	48	393	20	6	43	69	109	174	13	296	806
Total Volume	90	25	61	176	168	1213	153	1534	145	30	248	423	347	764	71	1182	3315
% App. Total	51.1	14.2	34.7		11	79.1	10		34.3	7.1	58.6		29.4	64.6	6		
PHF	.900	.781	.763	.863	.600	.927	.797	.976	.684	.682	.873	.801	.741	.853	.845	.821	.956





City: COSTA MESA
N-S Direction: FAIRVIEW ROAD
E-W Direction: I-405 NB RAMPS

File Name : H1311091
Site Code : 00000571
Start Date : 11/19/2013
Page No : 1

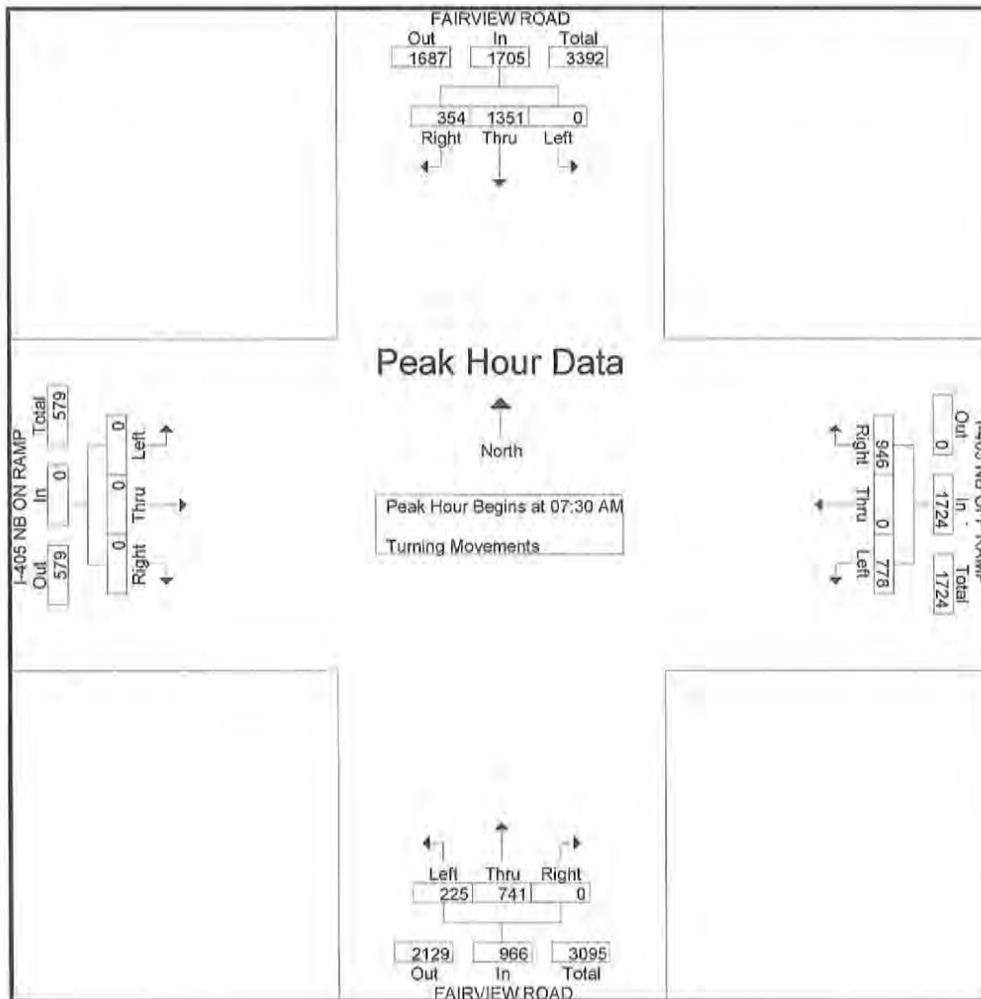
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			I-405 NB OFF RAMP Westbound			FAIRVIEW ROAD Northbound			I-405 NB ON RAMP Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	79	385	0	178	0	108	0	115	39	0	0	0	904
07:15 AM	96	275	0	229	0	168	0	114	54	0	0	0	936
07:30 AM	98	276	0	273	0	204	0	173	53	0	0	0	1077
07:45 AM	96	373	0	276	0	238	0	209	63	0	0	0	1255
Total	369	1309	0	956	0	718	0	611	209	0	0	0	4172
08:00 AM	90	354	0	214	0	183	0	180	57	0	0	0	1078
08:15 AM	70	348	0	183	0	153	0	179	52	0	0	0	985
08:30 AM	48	273	0	199	0	122	0	151	40	0	0	0	833
08:45 AM	75	296	0	166	0	179	0	161	40	0	0	0	917
Total	283	1271	0	762	0	637	0	671	189	0	0	0	3813
*** BREAK ***													
04:00 PM	57	297	0	270	0	199	0	270	88	0	0	0	1181
04:15 PM	56	340	0	260	0	183	0	302	70	0	0	0	1211
04:30 PM	69	362	0	240	0	190	0	323	57	0	0	0	1241
04:45 PM	70	450	0	291	0	221	0	305	43	0	0	0	1380
Total	252	1449	0	1061	0	793	0	1200	258	0	0	0	5013
05:00 PM	72	350	0	255	0	189	0	299	55	0	0	0	1220
05:15 PM	94	467	0	290	0	226	0	303	58	0	0	0	1438
05:30 PM	90	361	0	287	0	232	0	298	57	0	0	0	1325
05:45 PM	71	359	0	297	0	281	0	270	44	0	0	0	1322
Total	327	1537	0	1129	0	928	0	1170	214	0	0	0	5305
Grand Total	1231	5566	0	3908	0	3076	0	3652	870	0	0	0	18303
Apprch %	18.1	81.9	0	56	0	44	0	80.8	19.2	0	0	0	
Total %	6.7	30.4	0	21.4	0	16.8	0	20	4.8	0	0	0	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: I-405 NB RAMPS

File Name : H1311091
 Site Code : 00000571
 Start Date : 11/19/2013
 Page No : 2

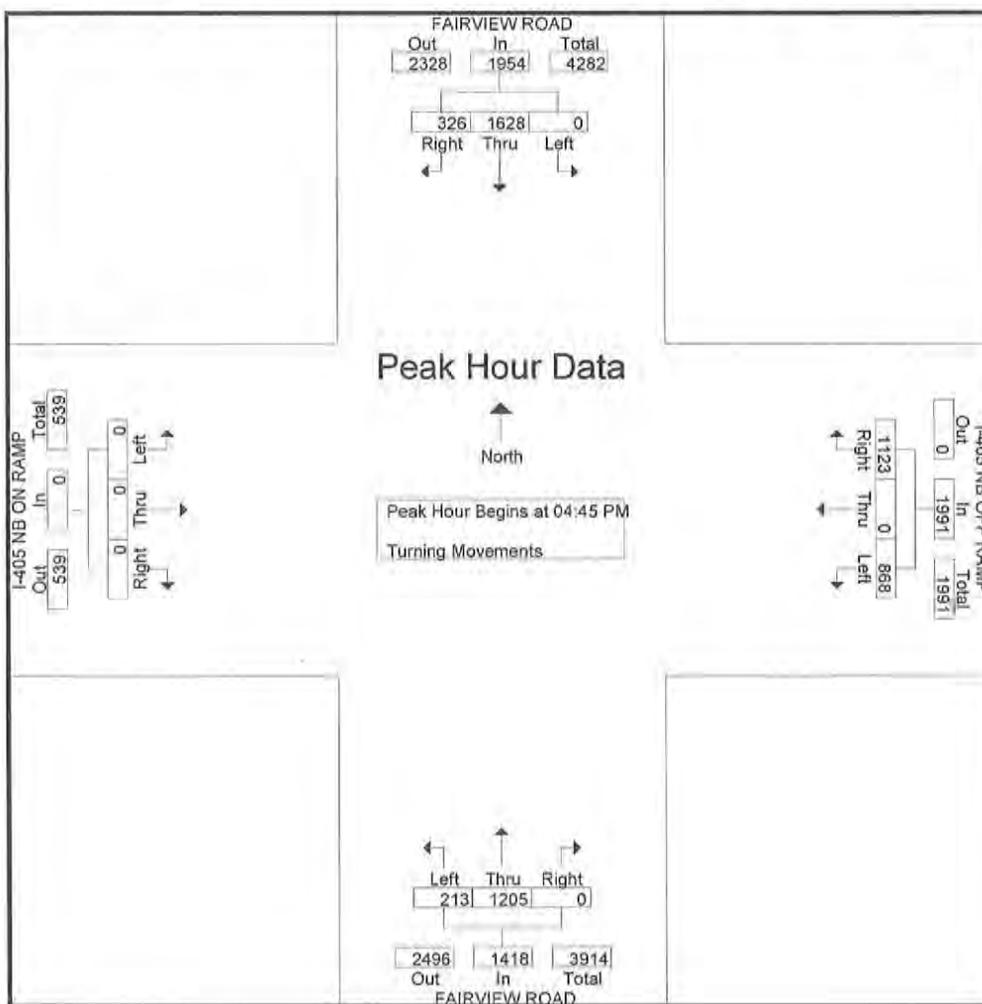
Start Time	FAIRVIEW ROAD Southbound				I-405 NB OFF RAMP Westbound				FAIRVIEW ROAD Northbound				I-405 NB ON RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	98	276	0	374	273	0	204	477	0	173	53	226	0	0	0	0	1077
07:45 AM	96	373	0	469	276	0	238	514	0	209	63	272	0	0	0	0	1255
08:00 AM	90	354	0	444	214	0	183	397	0	180	57	237	0	0	0	0	1078
08:15 AM	70	348	0	418	183	0	153	336	0	179	52	231	0	0	0	0	985
Total Volume	354	1351	0	1705	946	0	778	1724	0	741	225	966	0	0	0	0	4395
% App. Total	20.8	79.2	0		54.9	0	45.1		0	76.7	23.3		0	0	0		
PHF	.903	.905	.000	.909	.857	.000	.817	.839	.000	.886	.893	.888	.000	.000	.000	.000	.875



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: I-405 NB RAMPS

File Name : H1311091
 Site Code : 00000571
 Start Date : 11/19/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				I-405 NB OFF RAMP Westbound				FAIRVIEW ROAD Northbound				I-405 NB ON RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	70	450	0	520	291	0	221	512	0	305	43	348	0	0	0	0	1380
05:00 PM	72	350	0	422	255	0	189	444	0	299	55	354	0	0	0	0	1220
05:15 PM	94	467	0	561	290	0	226	516	0	303	58	361	0	0	0	0	1438
05:30 PM	90	361	0	451	287	0	232	519	0	298	57	355	0	0	0	0	1325
Total Volume	326	1628	0	1954	1123	0	868	1991	0	1205	213	1418	0	0	0	0	5363
% App. Total	16.7	83.3	0		56.4	0	43.6		0	85	15		0	0	0		
PHF	.867	.872	.000	.871	.965	.000	.935	.959	.000	.988	.918	.982	.000	.000	.000	.000	.932





City: COSTA MESA
N-S Direction: FAIRVIEW ROAD
E-W Direction: I-405 SB RAMPS

File Name : H1311092
Site Code : 00001944
Start Date : 11/19/2013
Page No : 1

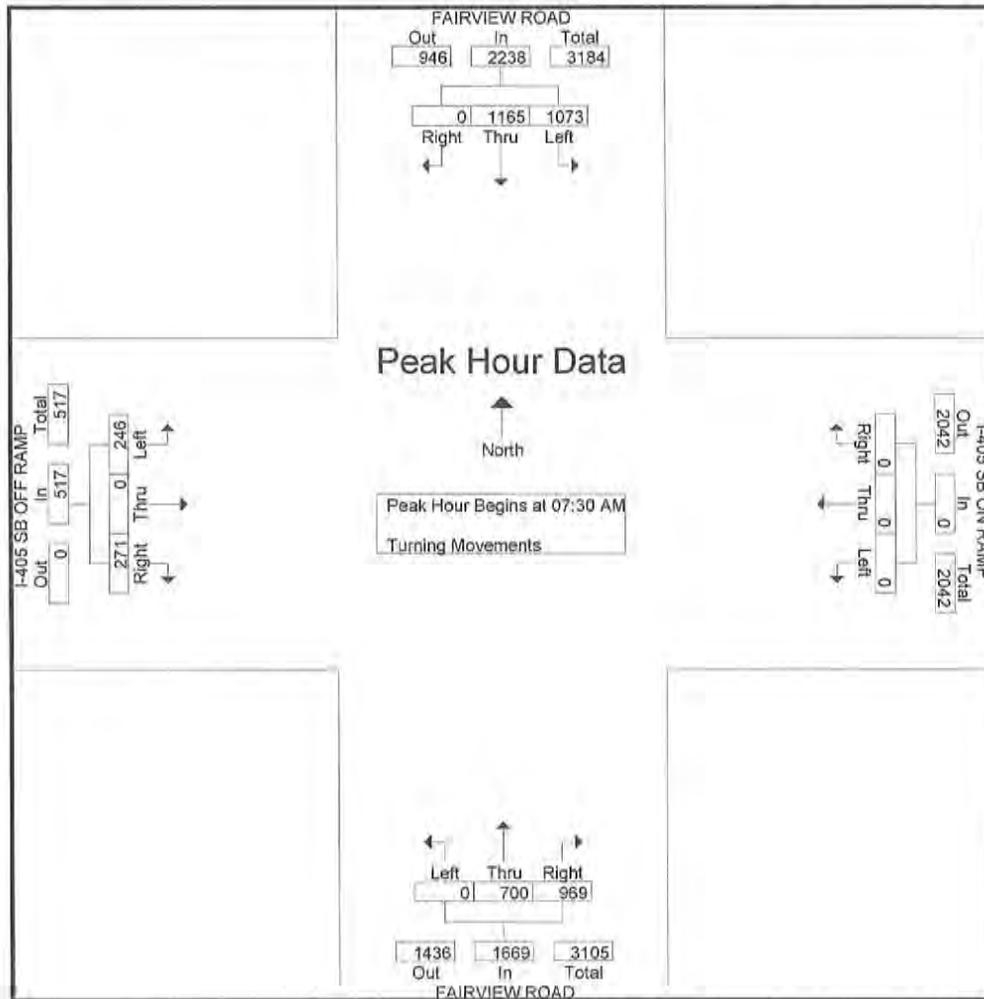
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			I-405 SB ON RAMP Westbound			FAIRVIEW ROAD Northbound			I-405 SB OFF RAMP Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	217	212	0	0	0	189	111	0	52	0	51	832
07:15 AM	0	192	185	0	0	0	167	106	0	74	0	52	776
07:30 AM	0	320	274	0	0	0	264	181	0	85	0	50	1174
07:45 AM	0	338	304	0	0	0	210	193	0	69	0	63	1177
Total	0	1067	975	0	0	0	830	591	0	280	0	216	3959
08:00 AM	0	261	265	0	0	0	222	158	0	66	0	70	1042
08:15 AM	0	246	230	0	0	0	273	168	0	51	0	63	1031
08:30 AM	0	241	237	0	0	0	279	151	0	67	0	64	1039
08:45 AM	0	235	205	0	0	0	201	121	0	85	0	82	929
Total	0	983	937	0	0	0	975	598	0	269	0	279	4041
*** BREAK ***													
04:00 PM	0	285	249	0	0	0	138	235	0	82	0	107	1096
04:15 PM	0	317	236	0	0	0	136	238	0	105	0	135	1167
04:30 PM	0	297	242	0	0	0	132	243	0	75	0	118	1107
04:45 PM	0	306	277	0	0	0	127	224	0	99	0	135	1168
Total	0	1205	1004	0	0	0	533	940	0	361	0	495	4538
05:00 PM	0	334	271	0	0	0	132	264	0	83	0	128	1212
05:15 PM	0	345	288	0	0	0	136	224	0	81	0	123	1197
05:30 PM	0	355	268	0	0	0	113	209	0	137	0	100	1182
05:45 PM	0	393	221	0	0	0	143	240	0	103	0	111	1211
Total	0	1427	1048	0	0	0	524	937	0	404	0	462	4802
Grand Total	0	4682	3964	0	0	0	2862	3066	0	1314	0	1452	17340
Apprch %	0	54.2	45.8	0	0	0	48.3	51.7	0	47.5	0	52.5	
Total %	0	27	22.9	0	0	0	16.5	17.7	0	7.6	0	8.4	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: I-405 SB RAMPS

File Name : H1311092
 Site Code : 00001944
 Start Date : 11/19/2013
 Page No : 2

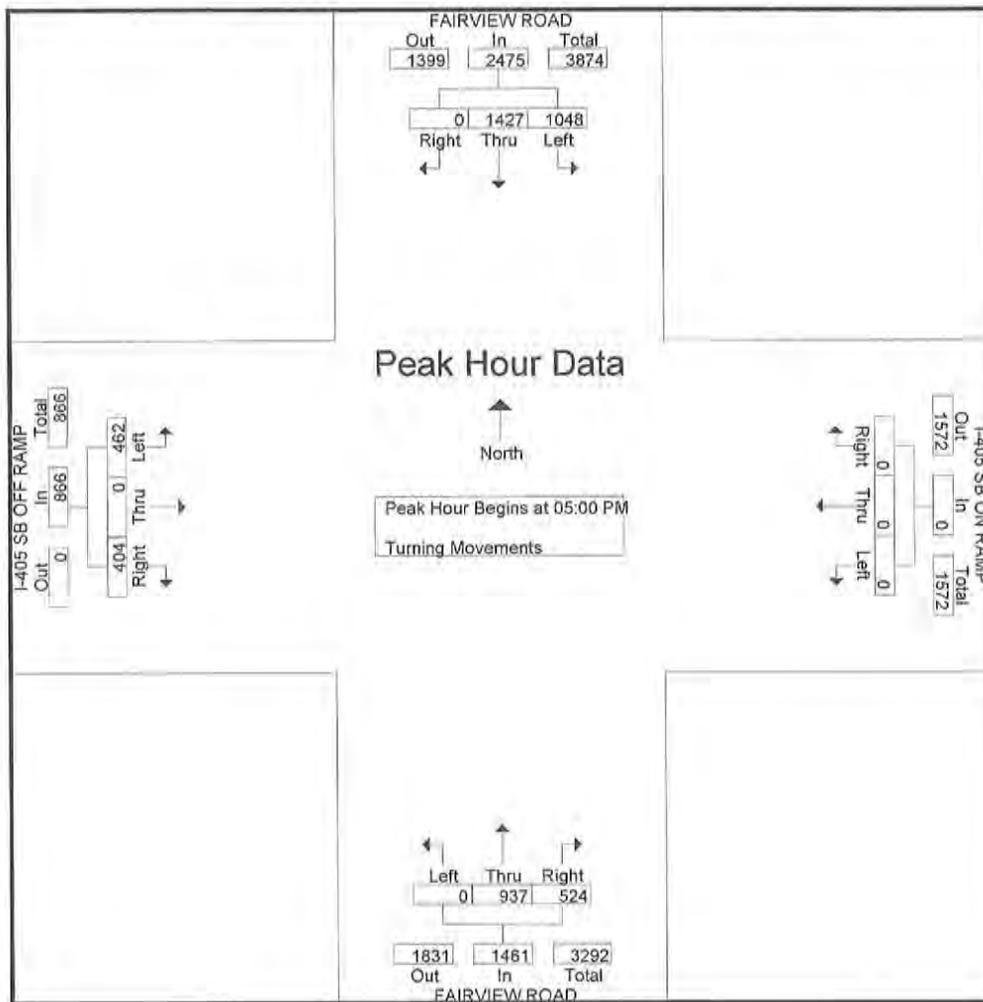
Start Time	FAIRVIEW ROAD Southbound				I-405 SB ON RAMP Westbound				FAIRVIEW ROAD Northbound				I-405 SB OFF RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	320	274	594	0	0	0	0	264	181	0	445	85	0	50	135	1174
07:45 AM	0	338	304	642	0	0	0	0	210	193	0	403	69	0	63	132	1177
08:00 AM	0	261	265	526	0	0	0	0	222	158	0	380	66	0	70	136	1042
08:15 AM	0	246	230	476	0	0	0	0	273	168	0	441	51	0	63	114	1031
Total Volume	0	1165	1073	2238	0	0	0	0	969	700	0	1669	271	0	246	517	4424
% App. Total	0	52.1	47.9		0	0	0		58.1	41.9	0		52.4	0	47.6		
PHF	.000	.862	.882	.871	.000	.000	.000	.000	.887	.907	.000	.938	.797	.000	.879	.950	.940



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: I-405 SB RAMPS

File Name : H1311092
 Site Code : 00001944
 Start Date : 11/19/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				I-405 SB ON RAMP Westbound				FAIRVIEW ROAD Northbound				I-405 SB OFF RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	334	271	605	0	0	0	0	132	264	0	396	83	0	128	211	1212
05:15 PM	0	345	288	633	0	0	0	0	136	224	0	360	81	0	123	204	1197
05:30 PM	0	355	268	623	0	0	0	0	113	209	0	322	137	0	100	237	1182
05:45 PM	0	393	221	614	0	0	0	0	143	240	0	383	103	0	111	214	1211
Total Volume	0	1427	1048	2475	0	0	0	0	524	937	0	1461	404	0	462	866	4802
% App. Total	0	57.7	42.3		0	0	0		35.9	64.1	0		46.7	0	53.3		
PHF	.000	.908	.910	.977	.000	.000	.000	.000	.916	.887	.000	.922	.737	.000	.902	.914	.991





City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: BAKER STREET

File Name : H1311093
 Site Code : 0000554
 Start Date : 11/19/2013
 Page No : 1

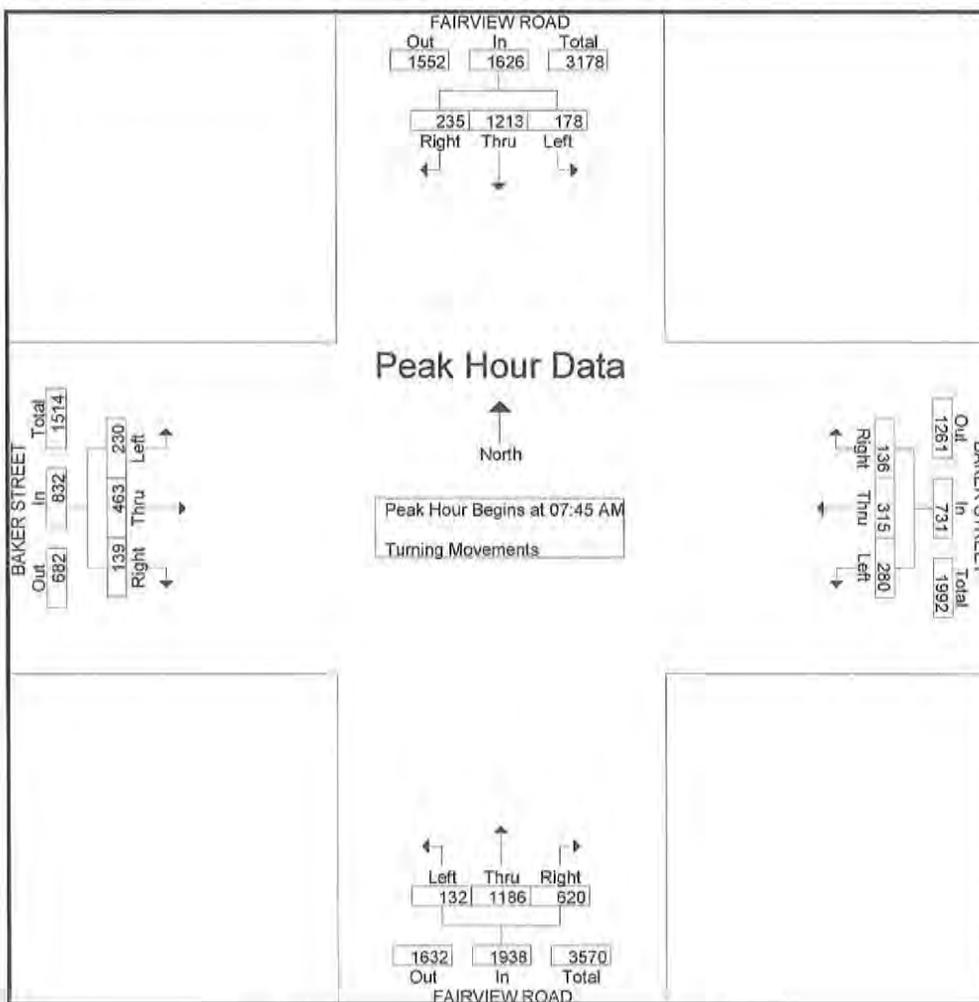
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			BAKER STREET Westbound			FAIRVIEW ROAD Northbound			BAKER STREET Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	39	84	47	12	30	36	69	182	6	8	55	43	611
07:15 AM	50	216	38	33	44	42	104	250	5	16	79	40	917
07:30 AM	46	287	64	40	67	63	130	262	14	20	106	51	1150
07:45 AM	45	350	51	51	71	66	156	293	21	25	149	58	1336
Total	180	937	200	136	212	207	459	987	46	69	389	192	4014
08:00 AM	78	307	47	29	98	62	124	284	32	41	89	56	1247
08:15 AM	63	292	36	22	78	72	163	305	37	34	124	52	1278
08:30 AM	49	264	44	34	68	80	177	304	42	39	101	64	1266
08:45 AM	43	268	51	32	80	59	151	273	52	26	122	53	1210
Total	233	1131	178	117	324	273	615	1166	163	140	436	225	5001
*** BREAK ***													
04:00 PM	59	266	45	36	174	102	80	254	36	36	101	69	1258
04:15 PM	64	247	41	45	205	126	76	250	53	35	104	55	1301
04:30 PM	69	291	54	37	201	167	34	237	30	40	99	67	1326
04:45 PM	66	280	50	42	238	146	84	239	35	34	106	60	1380
Total	258	1084	190	160	818	541	274	980	154	145	410	251	5265
05:00 PM	73	303	64	30	212	132	67	229	29	52	91	75	1357
05:15 PM	68	348	52	54	257	158	63	265	35	58	115	81	1554
05:30 PM	76	332	62	50	253	157	80	248	34	40	86	58	1476
05:45 PM	76	342	42	45	257	163	70	233	60	37	104	49	1478
Total	293	1325	220	179	979	610	280	975	158	187	396	263	5865
Grand Total	964	4477	788	592	2333	1631	1628	4108	521	541	1631	931	20145
Apprch %	15.5	71.9	12.7	13	51.2	35.8	26	65.7	8.3	17.4	52.6	30	
Total %	4.8	22.2	3.9	2.9	11.6	8.1	8.1	20.4	2.6	2.7	8.1	4.6	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: BAKER STREET

File Name : H1311093
 Site Code : 00000554
 Start Date : 11/19/2013
 Page No : 2

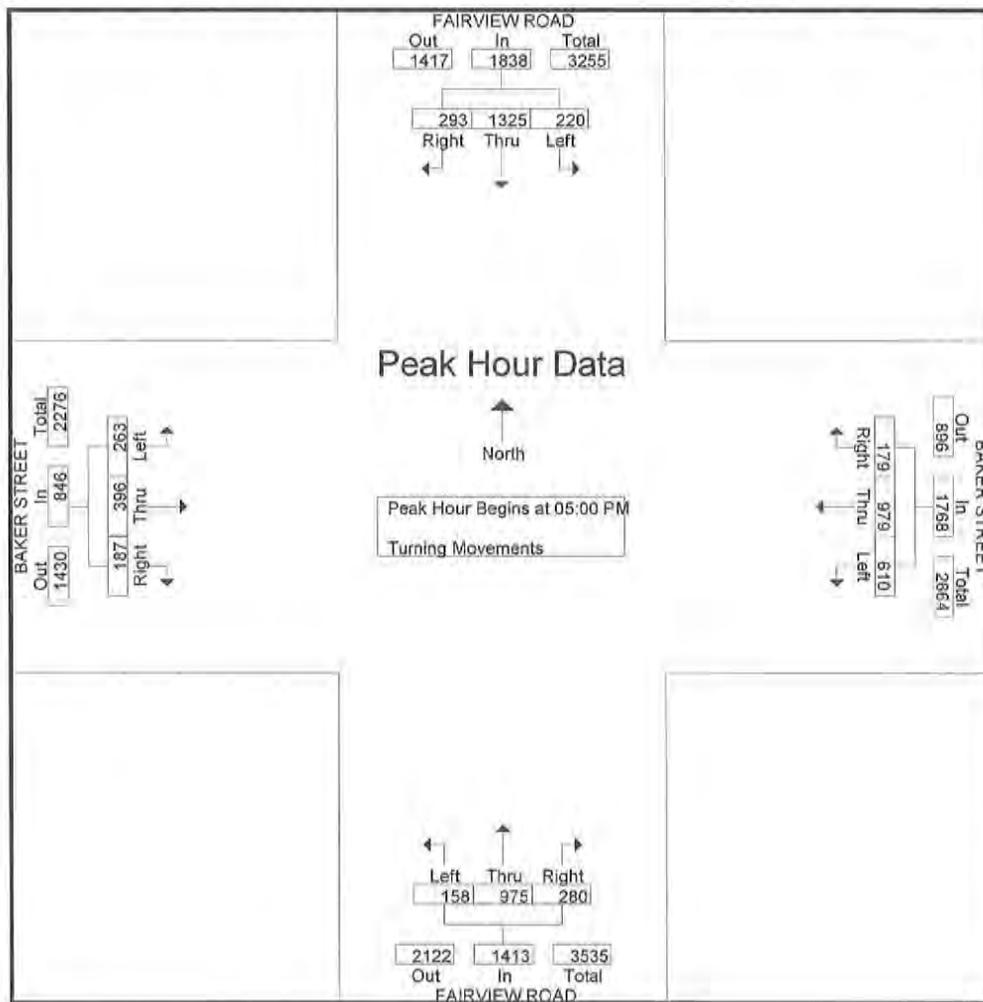
Start Time	FAIRVIEW ROAD Southbound				BAKER STREET Westbound				FAIRVIEW ROAD Northbound				BAKER STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	45	350	51	446	51	71	66	188	156	293	21	470	25	149	58	232	1336
08:00 AM	78	307	47	432	29	98	62	189	124	284	32	440	41	89	56	186	1247
08:15 AM	63	292	36	391	22	78	72	172	163	305	37	505	34	124	52	210	1278
08:30 AM	49	264	44	357	34	68	80	182	177	304	42	523	39	101	64	204	1266
Total Volume	235	1213	178	1626	136	315	280	731	620	1186	132	1938	139	463	230	832	5127
% App. Total	14.5	74.6	10.9		18.6	43.1	38.3		32	61.2	6.8		16.7	55.6	27.6		
PHF	.753	.866	.873	.911	.667	.804	.875	.967	.876	.972	.786	.926	.848	.777	.898	.897	.959



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: BAKER STREET

File Name : H1311093
 Site Code : 00000554
 Start Date : 11/19/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				BAKER STREET Westbound				FAIRVIEW ROAD Northbound				BAKER STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	73	303	64	440	30	212	132	374	67	229	29	325	52	91	75	218	1357
05:15 PM	68	348	52	468	54	257	158	469	63	265	35	363	58	115	81	254	1554
05:30 PM	76	332	62	470	50	253	157	460	80	248	34	362	40	86	58	184	1476
05:45 PM	76	342	42	460	45	257	163	465	70	233	60	363	37	104	49	190	1478
Total Volume	293	1325	220	1838	179	979	610	1768	280	975	158	1413	187	396	263	846	5865
% App. Total	15.9	72.1	12		10.1	55.4	34.5		19.8	69	11.2		22.1	46.8	31.1		
PHF	.964	.952	.859	.978	.829	.952	.936	.942	.875	.920	.658	.973	.806	.861	.812	.833	.944





City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: ADAMS AVENUE

File Name : H1311018
 Site Code : 00003873
 Start Date : 10/29/2013
 Page No : 1

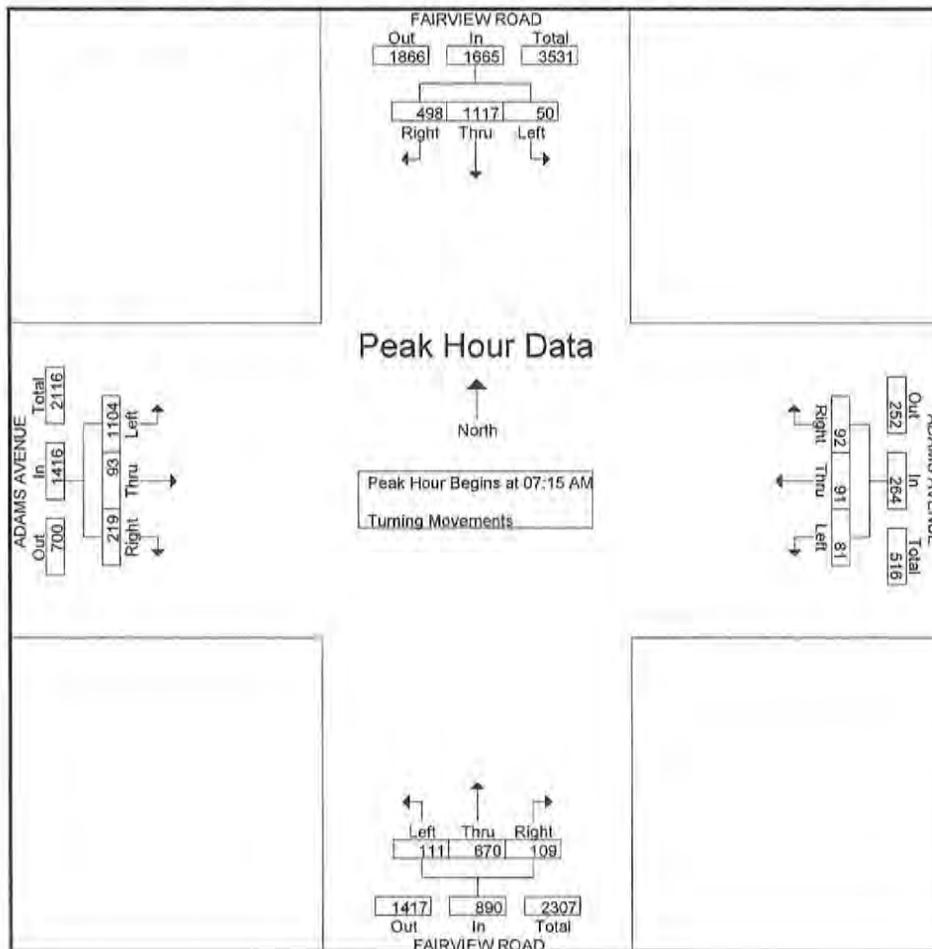
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			ADAMS AVENUE Westbound			FAIRVIEW ROAD Northbound			ADAMS AVENUE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	45	165	4	14	6	10	8	105	9	29	12	187	594
07:15 AM	84	259	7	20	13	14	9	135	16	49	12	228	846
07:30 AM	125	306	13	29	21	34	44	236	44	58	21	275	1206
07:45 AM	140	324	11	20	31	22	48	157	28	58	26	292	1157
Total	394	1054	35	83	71	80	109	633	97	194	71	982	3803
08:00 AM	149	228	19	23	26	11	8	142	23	54	34	309	1026
08:15 AM	120	183	7	16	22	7	6	99	13	37	56	223	789
08:30 AM	111	179	3	21	22	5	8	100	20	44	24	311	848
08:45 AM	113	262	10	18	10	8	5	106	27	33	7	259	858
Total	493	852	39	78	80	31	27	447	83	168	121	1102	3521
*** BREAK ***													
04:00 PM	218	194	17	12	29	13	22	260	50	39	33	137	1024
04:15 PM	194	190	14	17	33	14	31	236	57	35	29	131	981
04:30 PM	242	207	27	13	30	12	27	265	62	55	47	122	1109
04:45 PM	263	232	15	10	27	8	12	239	81	41	29	177	1134
Total	917	823	73	52	119	47	92	1000	250	170	138	567	4248
05:00 PM	219	224	21	14	27	14	19	260	112	46	48	158	1162
05:15 PM	270	275	41	12	37	19	9	237	121	43	37	201	1302
05:30 PM	286	298	22	18	47	7	12	284	128	66	18	177	1363
05:45 PM	282	329	17	28	25	20	8	209	132	43	31	116	1240
Total	1057	1126	101	72	136	60	48	990	493	198	134	652	5067
Grand Total	2861	3855	248	285	406	218	276	3070	923	730	464	3303	16639
Apprch %	41.1	55.4	3.6	31.4	44.7	24	6.5	71.9	21.6	16.2	10.3	73.4	
Total %	17.2	23.2	1.5	1.7	2.4	1.3	1.7	18.5	5.5	4.4	2.8	19.9	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: ADAMS AVENUE

File Name : H1311018
 Site Code : 00003873
 Start Date : 10/29/2013
 Page No : 2

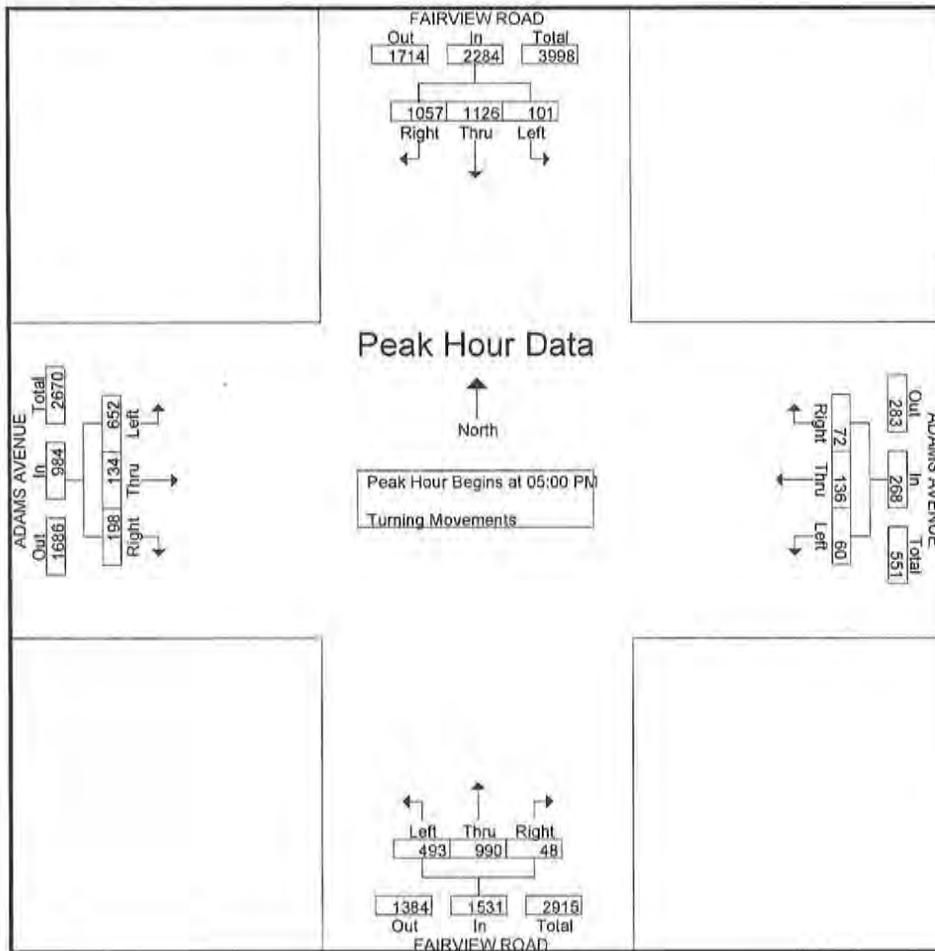
Start Time	FAIRVIEW ROAD Southbound				ADAMS AVENUE Westbound				FAIRVIEW ROAD Northbound				ADAMS AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	84	259	7	350	20	13	14	47	9	135	16	160	49	12	228	289	846
07:30 AM	125	306	13	444	29	21	34	84	44	236	44	324	58	21	275	354	1206
07:45 AM	140	324	11	475	20	31	22	73	48	157	28	233	58	26	292	376	1157
08:00 AM	149	228	19	396	23	26	11	60	8	142	23	173	54	34	309	397	1026
Total Volume	498	1117	50	1665	92	91	81	264	109	670	111	890	219	93	1104	1416	4235
% App. Total	29.9	67.1	3		34.8	34.5	30.7		12.2	75.3	12.5		15.5	6.6	78		
PHF	.836	.862	.658	.876	.793	.734	.596	.786	.568	.710	.631	.687	.944	.684	.893	.892	.878



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: ADAMS AVENUE

File Name : H1311018
 Site Code : 00003873
 Start Date : 10/29/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				ADAMS AVENUE Westbound				FAIRVIEW ROAD Northbound				ADAMS AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	219	224	21	464	14	27	14	55	19	260	112	391	46	48	158	252	1162
05:15 PM	270	275	41	586	12	37	19	68	9	237	121	367	43	37	201	281	1302
05:30 PM	286	298	22	606	18	47	7	72	12	284	128	424	66	18	177	261	1363
05:45 PM	282	329	17	628	28	25	20	73	8	209	132	349	43	31	116	190	1240
Total Volume	1057	1126	101	2284	72	136	60	268	48	990	493	1531	198	134	652	984	5067
% App. Total	46.3	49.3	4.4		26.9	50.7	22.4		3.1	64.7	32.2		20.1	13.6	66.3		
PHF	.924	.856	.616	.909	.643	.723	.750	.918	.632	.871	.934	.903	.750	.698	.811	.875	.929





City: COSTA MESA
N-S Direction: FAIRVIEW ROAD
E-W Direction: MONITOR WAY

File Name : H1311019
Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

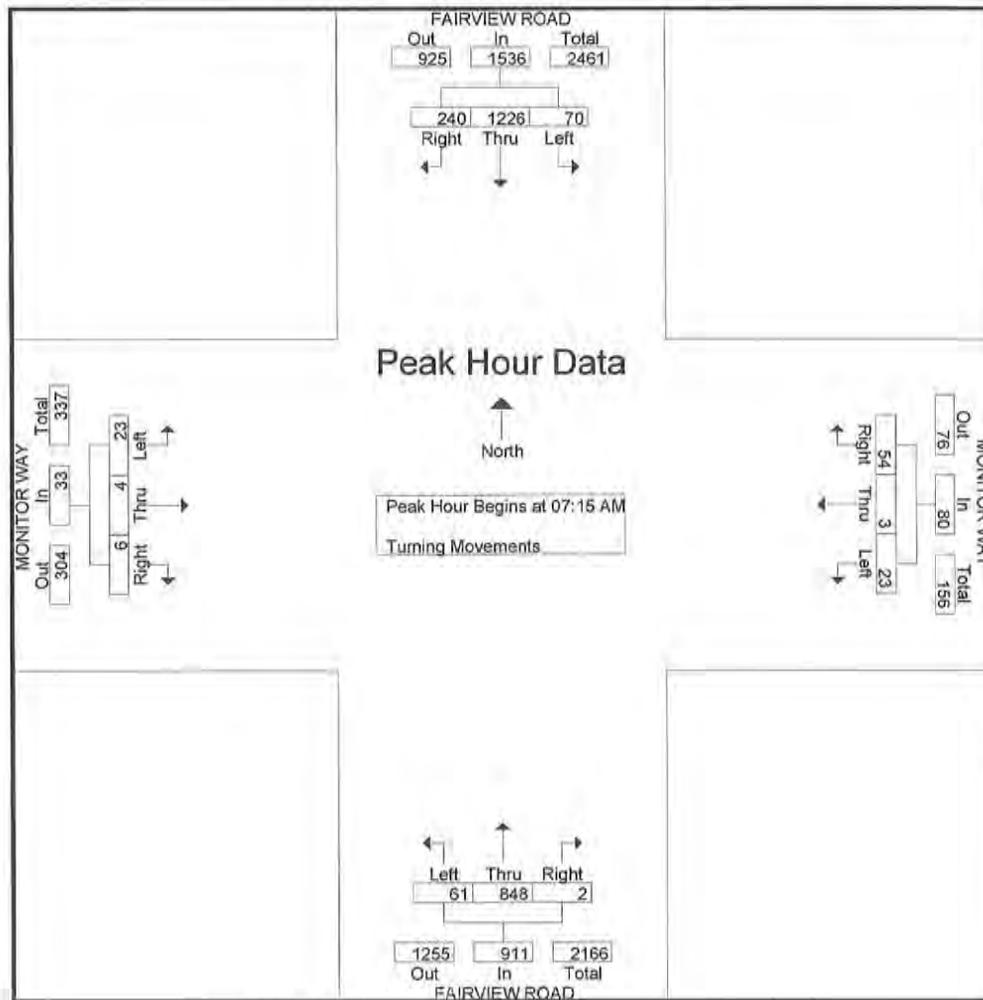
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			MONITOR WAY Westbound			FAIRVIEW ROAD Northbound			MONITOR WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	9	154	1	4	0	0	0	69	1	2	0	3	243
07:15 AM	39	283	21	10	1	3	0	171	4	2	1	0	535
07:30 AM	61	370	46	38	2	13	1	330	12	1	3	6	883
07:45 AM	89	305	2	6	0	7	1	198	30	1	0	11	650
Total	198	1112	70	58	3	23	2	768	47	6	4	20	2311
08:00 AM	51	268	1	0	0	0	0	149	15	2	0	6	492
08:15 AM	31	216	0	0	0	1	1	124	10	4	0	5	392
08:30 AM	18	198	1	1	0	0	0	107	5	2	0	6	338
08:45 AM	46	229	2	1	0	2	1	150	13	1	0	8	453
Total	146	911	4	2	0	3	2	530	43	9	0	25	1675
*** BREAK ***													
04:00 PM	20	225	2	7	1	4	1	294	2	8	1	35	600
04:15 PM	13	258	6	9	0	2	0	319	10	11	0	33	661
04:30 PM	23	218	4	5	0	2	3	274	6	9	0	47	591
04:45 PM	16	244	18	4	0	4	1	277	8	11	0	41	624
Total	72	945	30	25	1	12	5	1164	26	39	1	156	2476
05:00 PM	31	246	16	18	0	1	2	343	7	18	0	57	739
05:15 PM	48	302	19	7	0	4	2	309	9	6	0	31	737
05:30 PM	41	298	19	9	0	2	3	362	22	23	0	43	822
05:45 PM	45	308	22	12	0	4	3	321	22	4	0	34	775
Total	165	1154	76	46	0	11	10	1335	60	51	0	165	3073
Grand Total	581	4122	180	131	4	49	19	3797	176	105	5	366	9535
Apprch %	11.9	84.4	3.7	71.2	2.2	26.6	0.5	95.1	4.4	22.1	1.1	76.9	
Total %	6.1	43.2	1.9	1.4	0	0.5	0.2	39.8	1.8	1.1	0.1	3.8	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: MONITOR WAY

File Name : H1311019
 Site Code : 00000000
 Start Date : 10/29/2013
 Page No : 2

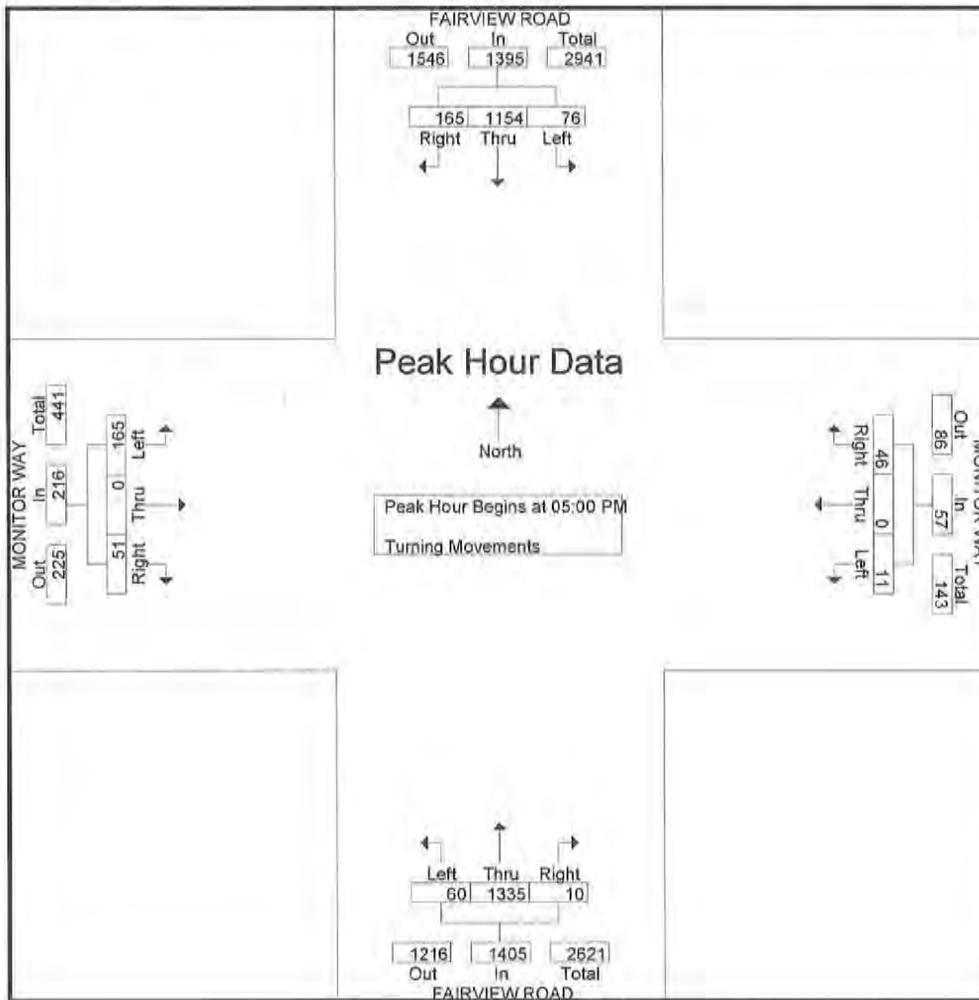
Start Time	FAIRVIEW ROAD Southbound				MONITOR WAY Westbound				FAIRVIEW ROAD Northbound				MONITOR WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	39	283	21	343	10	1	3	14	0	171	4	175	2	1	0	3	535
07:30 AM	61	370	46	477	38	2	13	53	1	330	12	343	1	3	6	10	883
07:45 AM	89	305	2	396	6	0	7	13	1	198	30	229	1	0	11	12	650
08:00 AM	51	268	1	320	0	0	0	0	0	149	15	164	2	0	6	8	492
Total Volume	240	1226	70	1536	54	3	23	80	2	848	61	911	6	4	23	33	2560
% App. Total	15.6	79.8	4.6		67.5	3.8	28.8		0.2	93.1	6.7		18.2	12.1	69.7		
PHF	.674	.828	.380	.805	.355	.375	.442	.377	.500	.642	.508	.664	.750	.333	.523	.688	.725



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: MONITOR WAY

File Name : H1311019
 Site Code : 0000000
 Start Date : 10/29/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				MONITOR WAY Westbound				FAIRVIEW ROAD Northbound				MONITOR WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	31	246	16	293	18	0	1	19	2	343	7	352	18	0	57	75	739
05:15 PM	48	302	19	369	7	0	4	11	2	309	9	320	6	0	31	37	737
05:30 PM	41	298	19	358	9	0	2	11	3	362	22	387	23	0	43	66	822
05:45 PM	45	308	22	375	12	0	4	16	3	321	22	346	4	0	34	38	775
Total Volume	165	1154	76	1395	46	0	11	57	10	1335	60	1405	51	0	165	216	3073
% App. Total	11.8	82.7	5.4		80.7	0	19.3		0.7	95	4.3		23.6	0	76.4		
PHF	.859	.937	.864	.930	.639	.000	.688	.750	.833	.922	.682	.908	.554	.000	.724	.720	.935



812

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: PIRATES WAY / MUSTANG

File Name : H1311020
 Site Code : 00000000
 Start Date : 10/29/2013
 Page No : 1

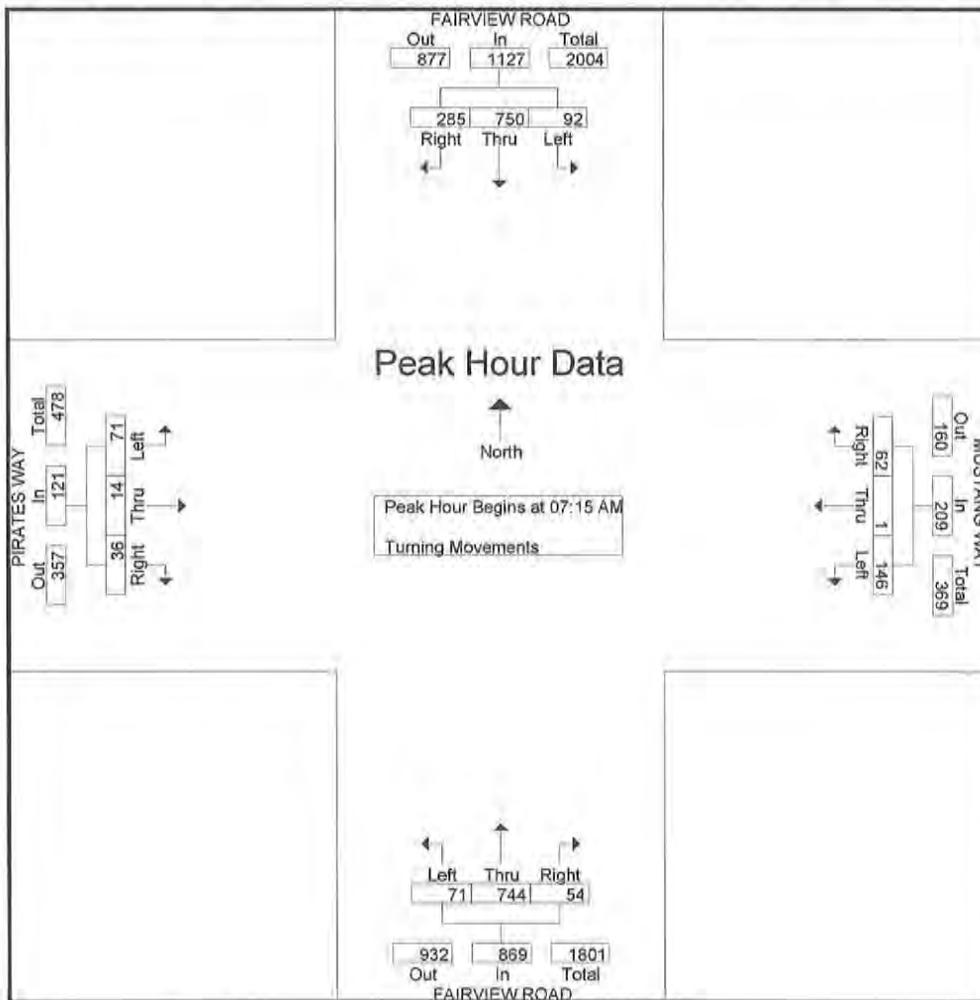
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			MUSTANG WAY Westbound			FAIRVIEW ROAD Northbound			PIRATES WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	27	89	17	5	0	14	0	105	8	2	0	3	270
07:15 AM	51	120	36	18	1	45	10	155	9	8	2	11	466
07:30 AM	90	205	45	20	0	43	40	276	16	10	12	18	775
07:45 AM	83	214	10	20	0	25	3	173	35	10	0	21	594
Total	251	628	108	63	1	127	53	709	68	30	14	53	2105
08:00 AM	61	211	1	4	0	33	1	140	11	8	0	21	491
08:15 AM	23	190	4	1	0	5	2	126	3	3	0	7	364
08:30 AM	34	158	2	4	0	4	1	96	6	7	0	12	324
08:45 AM	45	187	3	3	0	0	4	122	11	6	0	21	402
Total	163	746	10	12	0	42	8	484	31	24	0	61	1581
*** BREAK ***													
04:00 PM	38	180	4	10	0	9	0	237	11	9	0	34	532
04:15 PM	35	212	2	4	0	7	0	279	3	7	0	34	583
04:30 PM	24	188	2	6	0	7	0	262	5	7	0	24	525
04:45 PM	22	204	2	5	0	1	0	251	9	10	0	26	530
Total	119	784	10	25	0	24	0	1029	28	33	0	118	2170
05:00 PM	29	232	3	6	0	4	0	294	10	20	0	48	646
05:15 PM	61	239	4	2	0	5	0	274	19	16	0	36	656
05:30 PM	61	238	0	3	0	3	0	328	32	15	0	67	747
05:45 PM	68	250	5	7	0	3	0	309	20	17	0	44	723
Total	219	959	12	18	0	15	0	1205	81	68	0	195	2772
Grand Total	752	3117	140	118	1	208	61	3427	208	155	14	427	8628
Apprch %	18.8	77.8	3.5	36.1	0.3	63.6	1.7	92.7	5.6	26	2.3	71.6	
Total %	8.7	36.1	1.6	1.4	0	2.4	0.7	39.7	2.4	1.8	0.2	4.9	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: PIRATES WAY / MUSTANG

File Name : H1311020
 Site Code : 00000000
 Start Date : 10/29/2013
 Page No : 2

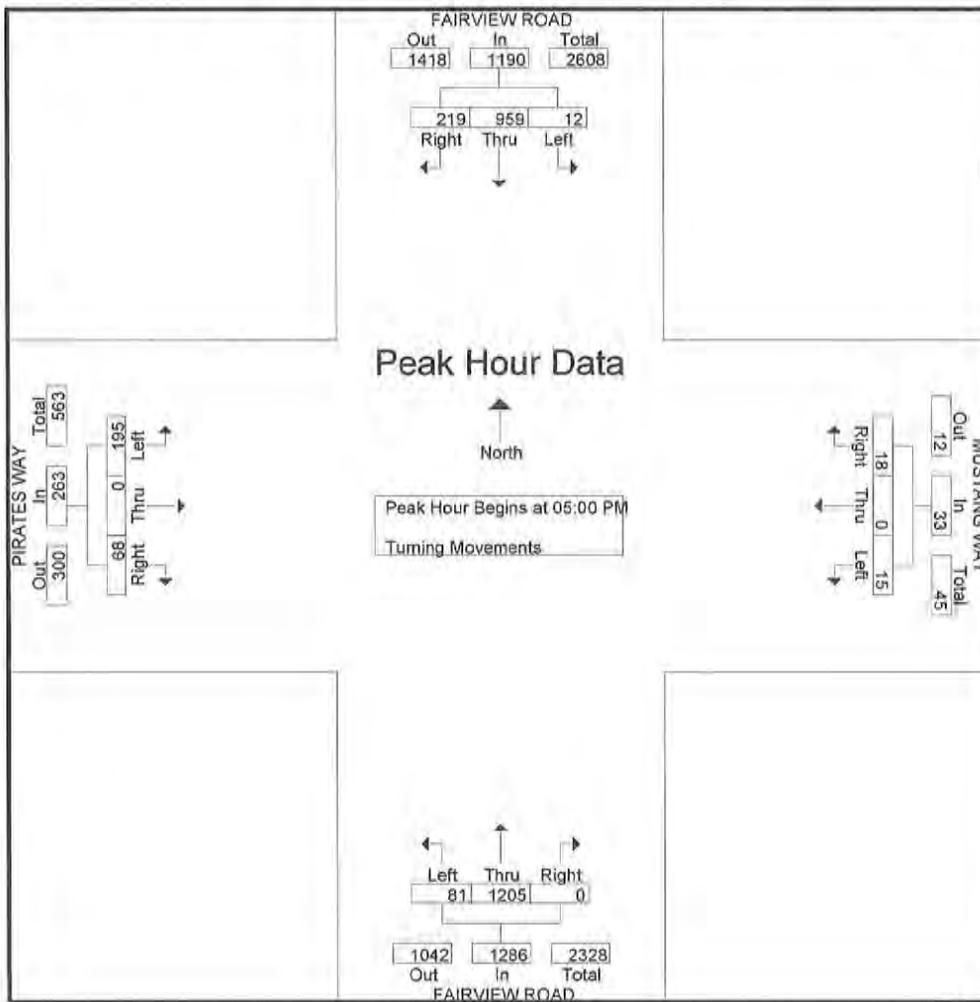
Start Time	FAIRVIEW ROAD Southbound				MUSTANG WAY Westbound				FAIRVIEW ROAD Northbound				PIRATES WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	51	120	36	207	18	1	45	64	10	155	9	174	8	2	11	21	466
07:30 AM	90	205	45	340	20	0	43	63	40	276	16	332	10	12	18	40	775
07:45 AM	83	214	10	307	20	0	25	45	3	173	35	211	10	0	21	31	594
08:00 AM	61	211	1	273	4	0	33	37	1	140	11	152	8	0	21	29	491
Total Volume	285	750	92	1127	62	1	146	209	54	744	71	869	36	14	71	121	2326
% App. Total	25.3	66.5	8.2		29.7	0.5	69.9		6.2	85.6	8.2		29.8	11.6	58.7		
PHF	.792	.876	.511	.829	.775	.250	.811	.816	.338	.674	.507	.654	.900	.292	.845	.756	.750



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: PIRATES WAY / MUSTANG

File Name : H1311020
 Site Code : 0000000
 Start Date : 10/29/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				MUSTANG WAY Westbound				FAIRVIEW ROAD Northbound				PIRATES WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	29	232	3	264	6	0	4	10	0	294	10	304	20	0	48	68	646
05:15 PM	61	239	4	304	2	0	5	7	0	274	19	293	16	0	36	52	656
05:30 PM	61	238	0	299	3	0	3	6	0	328	32	360	15	0	67	82	747
05:45 PM	68	250	5	323	7	0	3	10	0	309	20	329	17	0	44	61	723
Total Volume	219	959	12	1190	18	0	15	33	0	1205	81	1286	68	0	195	263	2772
% App. Total	18.4	80.6	1		54.5	0	45.5		0	93.7	6.3		25.9	0	74.1		
PHF	.805	.959	.600	.921	.643	.000	.750	.825	.000	.918	.633	.893	.850	.000	.728	.802	.928



13

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: ARLINGTON DRIVE

File Name : H1311021
 Site Code : 00000000
 Start Date : 10/29/2013
 Page No : 1

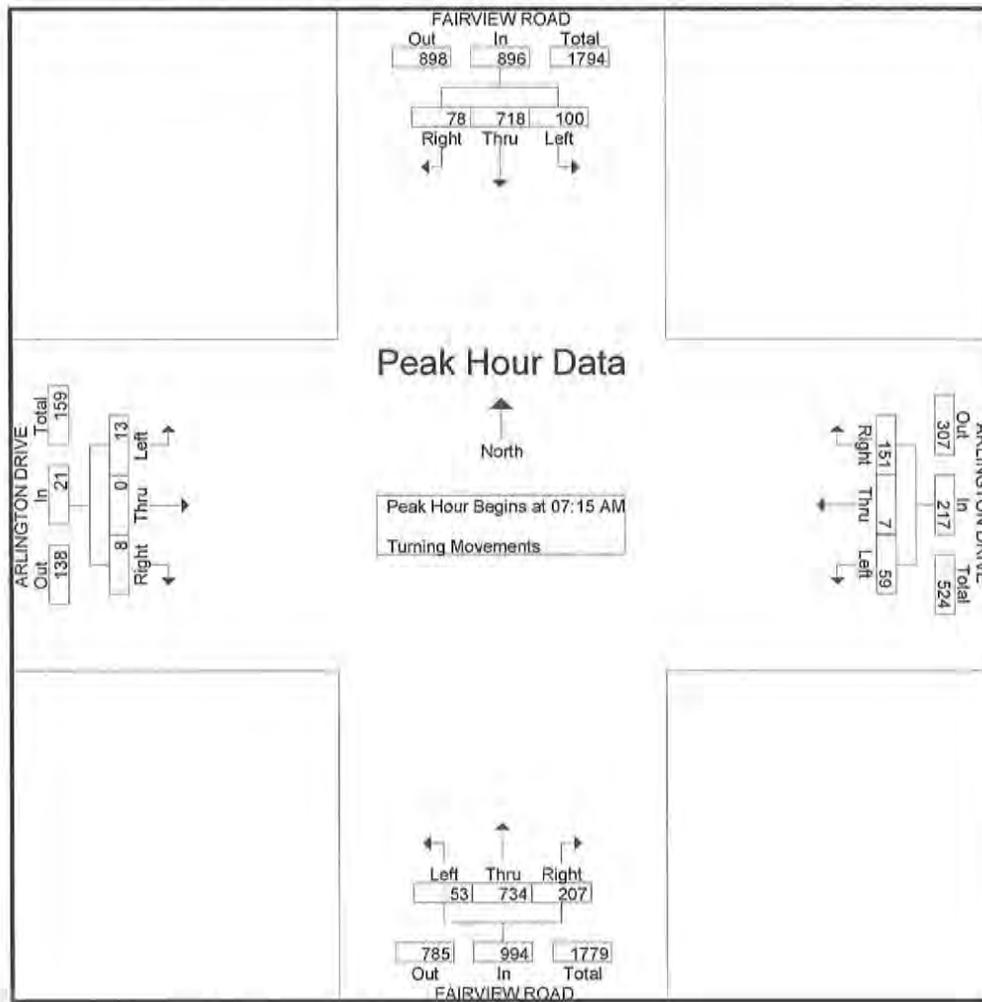
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			ARLINGTON DRIVE Westbound			FAIRVIEW ROAD Northbound			ARLINGTON DRIVE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	8	90	8	9	0	4	10	86	4	0	0	0	219
07:15 AM	3	154	15	30	0	5	18	190	9	3	0	1	428
07:30 AM	17	207	21	66	1	9	27	258	7	2	0	1	616
07:45 AM	29	181	36	21	4	16	52	163	25	1	0	7	535
Total	57	632	80	126	5	34	107	697	45	6	0	9	1798
08:00 AM	29	176	28	34	2	29	110	123	12	2	0	4	549
08:15 AM	16	168	6	21	1	27	12	99	4	0	1	4	359
08:30 AM	7	150	12	14	2	21	17	105	8	2	0	2	340
08:45 AM	31	150	16	14	3	13	23	125	10	1	0	4	390
Total	83	644	62	83	8	90	162	452	34	5	1	14	1638
*** BREAK ***													
04:00 PM	21	176	8	49	2	30	25	183	3	3	5	24	529
04:15 PM	33	191	20	47	4	18	33	218	12	6	3	27	612
04:30 PM	10	185	15	51	1	20	21	199	3	4	1	13	523
04:45 PM	18	182	22	38	2	33	27	235	7	4	2	10	580
Total	82	734	65	185	9	101	106	835	25	17	11	74	2244
05:00 PM	13	227	12	72	2	41	33	227	9	13	2	13	664
05:15 PM	25	215	25	51	6	34	20	237	7	9	0	19	648
05:30 PM	22	209	12	72	6	16	26	244	23	6	1	17	654
05:45 PM	25	219	21	55	3	19	35	261	22	10	0	18	688
Total	85	870	70	250	17	110	114	969	61	38	3	67	2654
Grand Total	307	2880	277	644	39	335	489	2953	165	66	15	164	8334
Apprch %	8.9	83.1	8	63.3	3.8	32.9	13.6	81.9	4.6	26.9	6.1	66.9	
Total %	3.7	34.6	3.3	7.7	0.5	4	5.9	35.4	2	0.8	0.2	2	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: ARLINGTON DRIVE

File Name : H1311021
 Site Code : 00000000
 Start Date : 10/29/2013
 Page No : 2

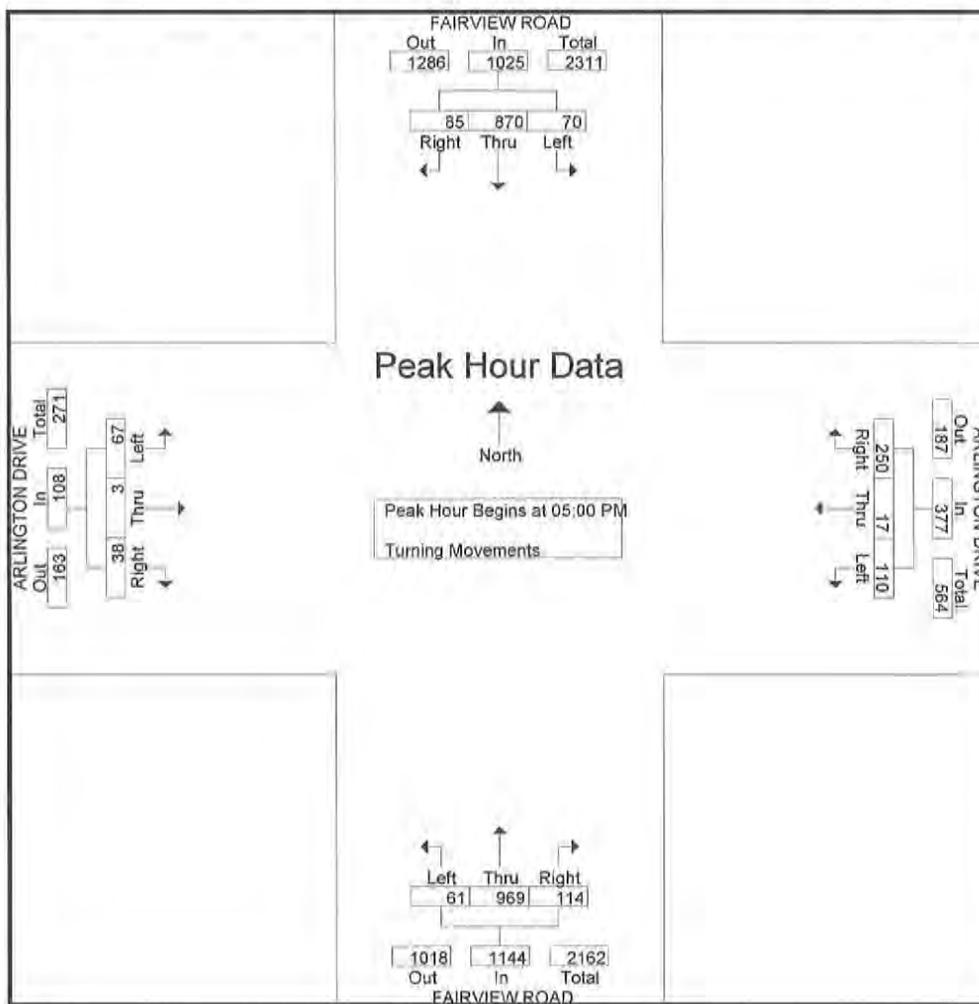
Start Time	FAIRVIEW ROAD Southbound				ARLINGTON DRIVE Westbound				FAIRVIEW ROAD Northbound				ARLINGTON DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	154	15	172	30	0	5	35	18	190	9	217	3	0	1	4	428
07:30 AM	17	207	21	245	66	1	9	76	27	258	7	292	2	0	1	3	616
07:45 AM	29	181	36	246	21	4	16	41	52	163	25	240	1	0	7	8	535
08:00 AM	29	176	28	233	34	2	29	65	110	123	12	245	2	0	4	6	549
Total Volume	78	718	100	896	151	7	59	217	207	734	53	994	8	0	13	21	2128
% App. Total	8.7	80.1	11.2		69.6	3.2	27.2		20.8	73.8	5.3		38.1	0	61.9		
PHF	.672	.867	.694	.911	.572	.438	.509	.714	.470	.711	.530	.851	.667	.000	.464	.656	.864



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: ARLINGTON DRIVE

File Name : H1311021
 Site Code : 00000000
 Start Date : 10/29/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				ARLINGTON DRIVE Westbound				FAIRVIEW ROAD Northbound				ARLINGTON DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	227	12	252	72	2	41	115	33	227	9	269	13	2	13	28	664
05:15 PM	25	215	25	265	51	6	34	91	20	237	7	264	9	0	19	28	648
05:30 PM	22	209	12	243	72	6	16	94	26	244	23	293	6	1	17	24	654
05:45 PM	25	219	21	265	55	3	19	77	35	261	22	318	10	0	18	28	688
Total Volume	85	870	70	1025	250	17	110	377	114	969	61	1144	38	3	67	108	2654
% App. Total	8.3	84.9	6.8		66.3	4.5	29.2		10	84.7	5.3		35.2	2.8	62		
PHF	.850	.958	.700	.967	.868	.708	.671	.820	.814	.928	.663	.899	.731	.375	.882	.964	.964





City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: MERRIMAC WAY

File Name : H1311022
 Site Code : 00000000
 Start Date : 10/29/2013
 Page No : 1

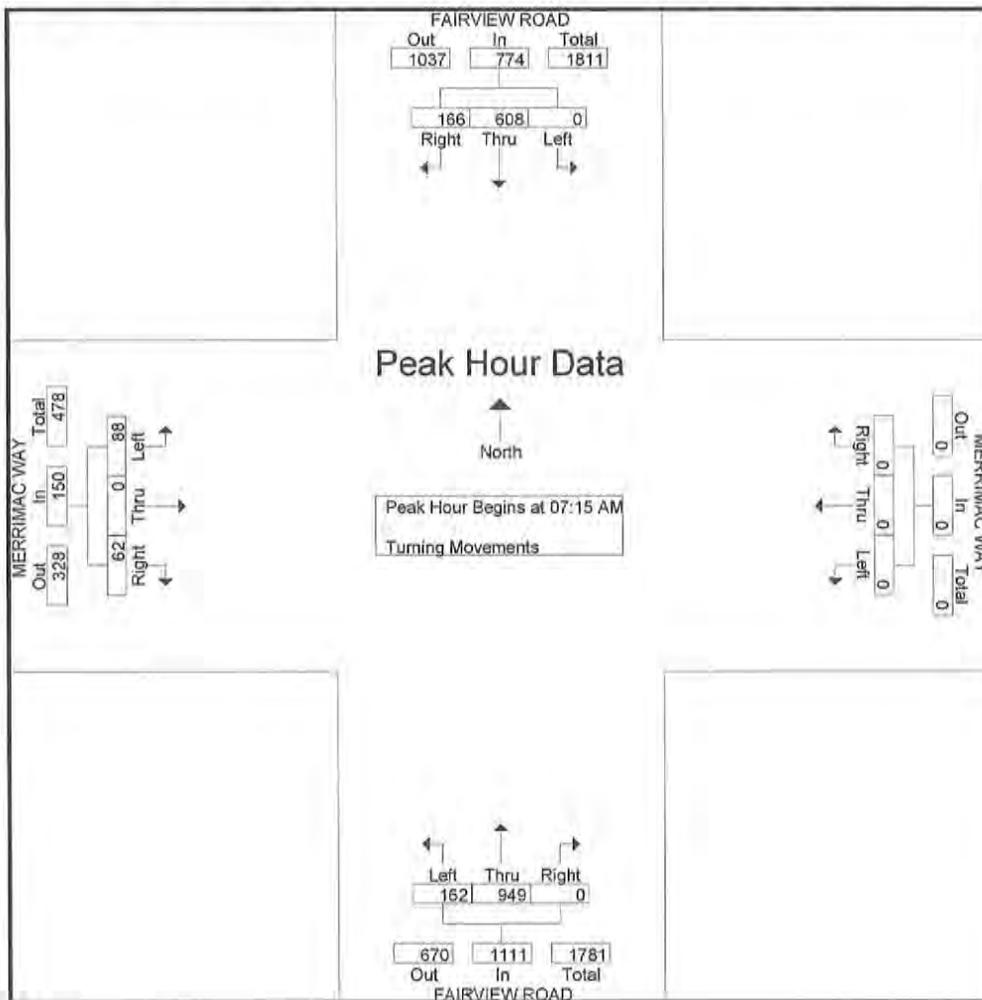
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			MERRIMAC WAY Westbound			FAIRVIEW ROAD Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	17	74	0	0	0	0	0	93	15	9	0	6	214
07:15 AM	32	117	0	0	0	0	0	202	15	11	0	12	389
07:30 AM	29	189	0	0	0	0	0	298	28	18	0	27	589
07:45 AM	48	164	0	0	0	0	0	230	70	22	0	19	553
Total	126	544	0	0	0	0	0	823	128	60	0	64	1745
08:00 AM	57	138	0	0	0	0	0	219	49	11	0	30	504
08:15 AM	51	138	0	1	0	0	1	115	32	24	0	7	369
08:30 AM	57	129	0	0	0	0	1	119	51	13	0	5	375
08:45 AM	53	100	0	0	0	0	1	149	72	21	0	14	410
Total	218	505	0	1	0	0	3	602	204	69	0	56	1658
*** BREAK ***													
04:00 PM	40	157	0	0	0	0	2	166	34	41	0	29	469
04:15 PM	49	175	0	0	0	0	0	205	63	25	0	37	554
04:30 PM	40	177	0	0	0	0	0	193	45	31	0	42	528
04:45 PM	44	182	0	0	0	0	1	222	24	25	0	35	533
Total	173	691	0	0	0	0	3	786	166	122	0	143	2084
05:00 PM	75	220	0	0	0	0	1	224	47	28	1	32	628
05:15 PM	66	183	0	0	0	0	0	224	73	28	0	37	611
05:30 PM	60	176	0	0	0	0	1	255	48	22	0	43	605
05:45 PM	53	184	0	0	0	0	1	291	58	27	0	38	652
Total	254	763	0	0	0	0	3	994	226	105	1	150	2496
Grand Total	771	2503	0	1	0	0	9	3205	724	356	1	413	7983
Apprch %	23.5	76.5	0	100	0	0	0.2	81.4	18.4	46.2	0.1	53.6	
Total %	9.7	31.4	0	0	0	0	0.1	40.1	9.1	4.5	0	5.2	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: MERRIMAC WAY

File Name : H1311022
 Site Code : 00000000
 Start Date : 10/29/2013
 Page No : 2

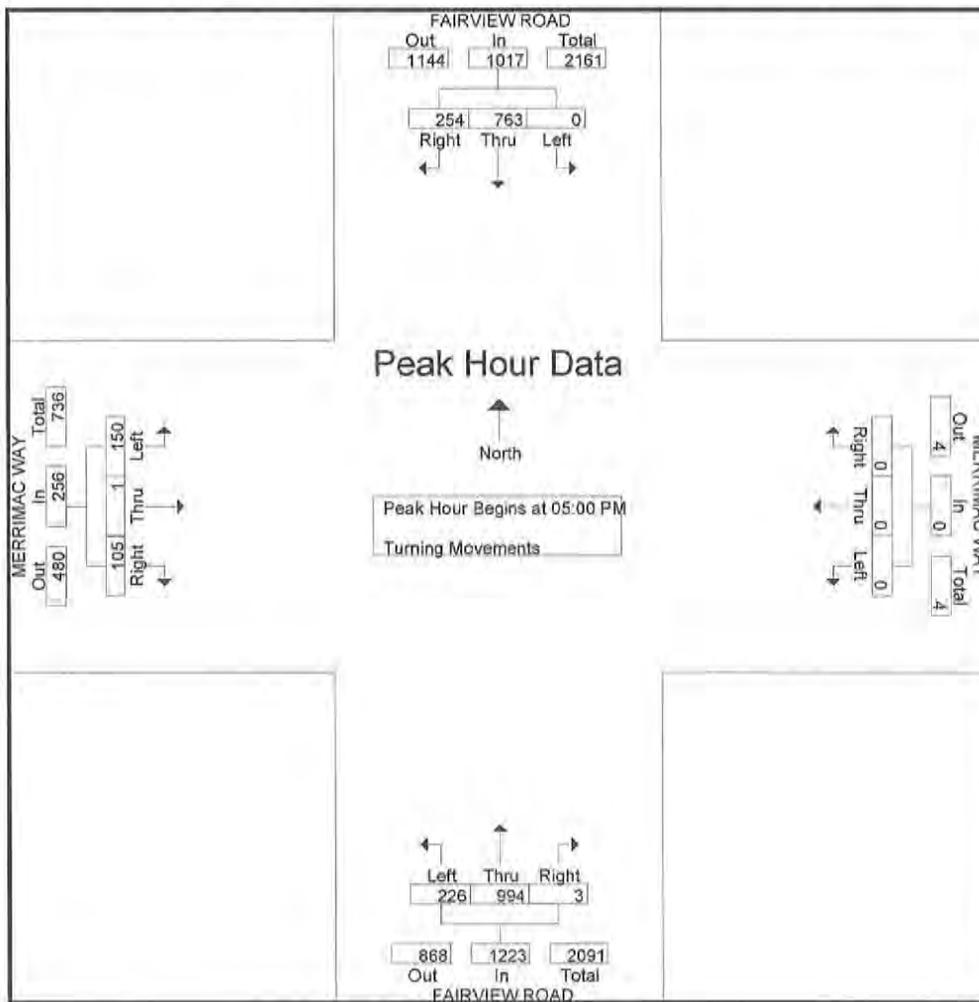
Start Time	FAIRVIEW ROAD Southbound				MERRIMAC WAY Westbound				FAIRVIEW ROAD Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	32	117	0	149	0	0	0	0	0	202	15	217	11	0	12	23	389
07:30 AM	29	189	0	218	0	0	0	0	0	298	28	326	18	0	27	45	589
07:45 AM	48	164	0	212	0	0	0	0	0	230	70	300	22	0	19	41	553
08:00 AM	57	138	0	195	0	0	0	0	0	219	49	268	11	0	30	41	504
Total Volume	166	608	0	774	0	0	0	0	0	949	162	1111	62	0	88	150	2035
% App. Total	21.4	78.6	0		0	0	0		0	85.4	14.6		41.3	0	58.7		
PHF	.728	.804	.000	.888	.000	.000	.000	.000	.000	.796	.579	.852	.705	.000	.733	.833	.864



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: MERRIMAC WAY

File Name : H1311022
 Site Code : 0000000
 Start Date : 10/29/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				MERRIMAC WAY Westbound				FAIRVIEW ROAD Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	75	220	0	295	0	0	0	0	1	224	47	272	28	1	32	61	628
05:15 PM	66	183	0	249	0	0	0	0	0	224	73	297	28	0	37	65	611
05:30 PM	60	176	0	236	0	0	0	0	1	255	48	304	22	0	43	65	605
05:45 PM	53	184	0	237	0	0	0	0	1	291	58	350	27	0	38	65	652
Total Volume	254	763	0	1017	0	0	0	0	3	994	226	1223	105	1	150	256	2496
% App. Total	25	75	0		0	0	0		0.2	81.3	18.5		41	0.4	58.6		
PHF	.847	.867	.000	.862	.000	.000	.000	.000	.750	.854	.774	.874	.938	.250	.872	.985	.957





City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: FAIR DRIVE

File Name : H1311094
 Site Code : 00000554
 Start Date : 11/19/2013
 Page No : 1

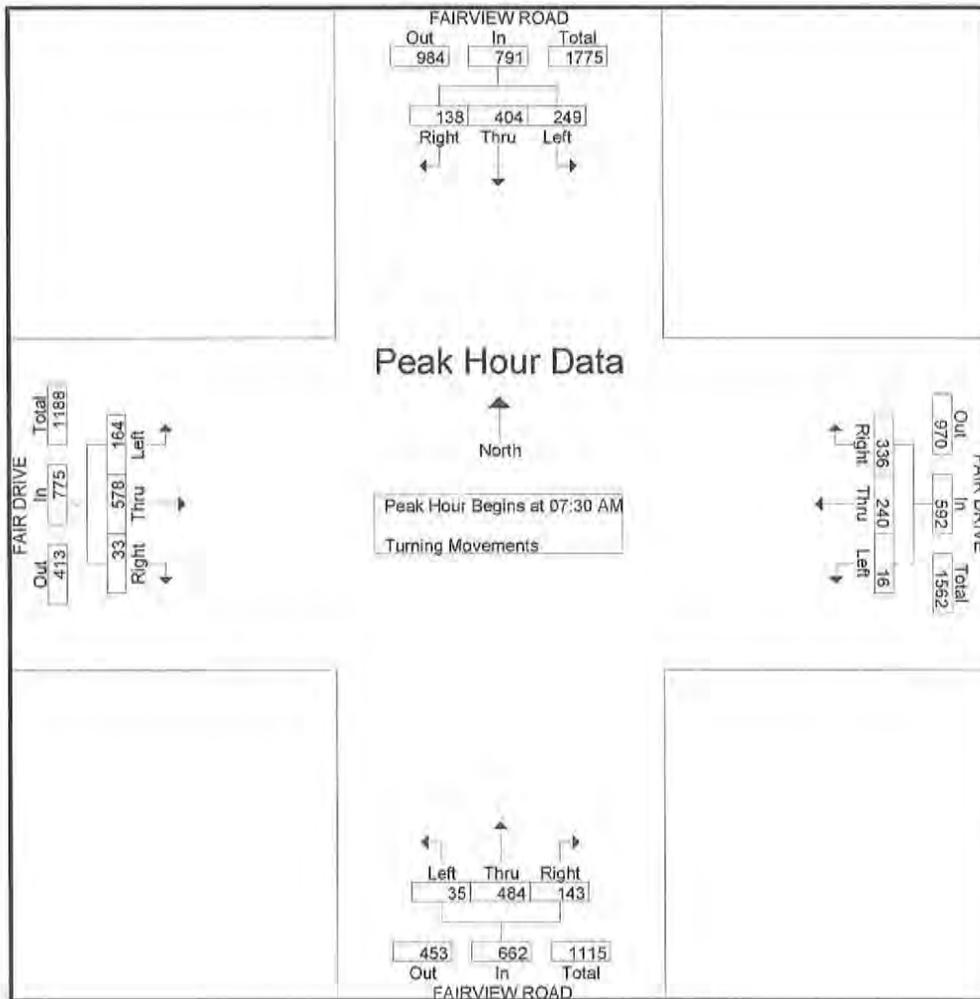
Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			FAIR DRIVE Westbound			FAIRVIEW ROAD Northbound			FAIR DRIVE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	13	36	31	35	50	3	25	53	4	1	96	15	362
07:15 AM	19	71	46	55	55	7	19	73	4	5	113	24	491
07:30 AM	42	93	54	71	60	6	36	162	6	6	142	58	736
07:45 AM	42	145	74	97	57	2	49	115	8	6	152	38	785
Total	116	345	205	258	222	18	129	403	22	18	503	135	2374
08:00 AM	29	76	61	116	54	4	31	113	8	10	148	37	687
08:15 AM	25	90	60	52	69	4	27	94	13	11	136	31	612
08:30 AM	20	104	62	70	64	6	22	75	9	9	132	17	590
08:45 AM	14	71	59	89	52	10	27	85	4	10	98	13	532
Total	88	341	242	327	239	24	107	367	34	40	514	98	2421
*** BREAK ***													
04:00 PM	32	106	73	84	129	11	25	95	13	10	56	24	658
04:15 PM	34	106	60	115	123	20	11	108	20	11	64	24	696
04:30 PM	23	117	68	117	146	9	9	110	11	8	62	23	703
04:45 PM	31	139	50	120	160	15	24	92	13	15	63	20	742
Total	120	468	251	436	558	55	69	405	57	44	245	91	2799
05:00 PM	26	126	58	127	191	21	11	101	9	7	76	20	773
05:15 PM	18	120	69	130	213	18	10	121	18	5	65	17	804
05:30 PM	21	104	53	132	211	18	10	123	13	9	58	32	784
05:45 PM	18	120	52	140	224	28	12	130	11	11	79	31	856
Total	83	470	232	529	839	85	43	475	51	32	278	100	3217
Grand Total	407	1624	930	1550	1858	182	348	1650	164	134	1540	424	10811
Apprch %	13.7	54.8	31.4	43.2	51.8	5.1	16.1	76.3	7.6	6.4	73.4	20.2	
Total %	3.8	15	8.6	14.3	17.2	1.7	3.2	15.3	1.5	1.2	14.2	3.9	

City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: FAIR DRIVE

File Name : H1311094
 Site Code : 00000554
 Start Date : 11/19/2013
 Page No : 2

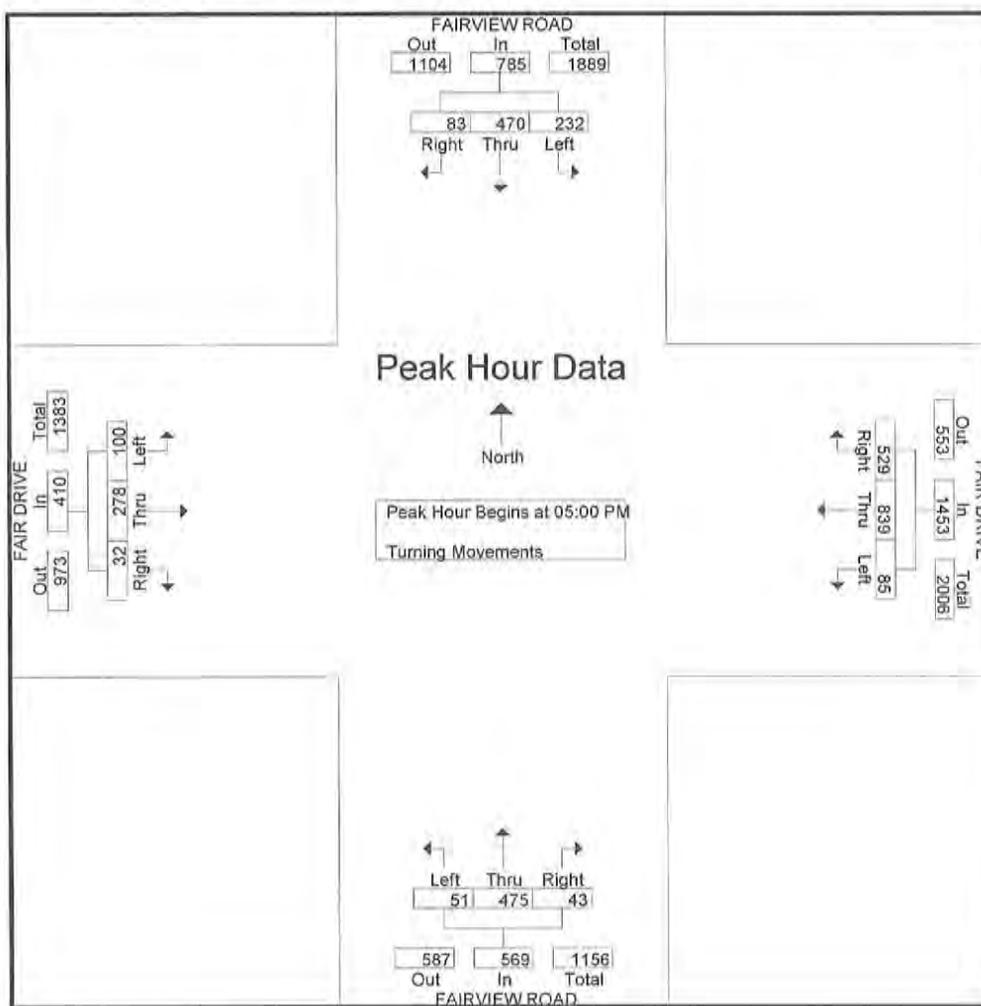
Start Time	FAIRVIEW ROAD Southbound				FAIR DRIVE Westbound				FAIRVIEW ROAD Northbound				FAIR DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	42	93	54	189	71	60	6	137	36	162	6	204	6	142	58	206	736
07:45 AM	42	145	74	261	97	57	2	156	49	115	8	172	6	152	38	196	785
08:00 AM	29	76	61	166	116	54	4	174	31	113	8	152	10	148	37	195	687
08:15 AM	25	90	60	175	52	69	4	125	27	94	13	134	11	136	31	178	612
Total Volume	138	404	249	791	336	240	16	592	143	484	35	662	33	578	164	775	2820
% App. Total	17.4	51.1	31.5		56.8	40.5	2.7		21.6	73.1	5.3		4.3	74.6	21.2		
PHF	.821	.697	.841	.758	.724	.870	.667	.851	.730	.747	.673	.811	.750	.951	.707	.941	.898



City: COSTA MESA
 N-S Direction: FAIRVIEW ROAD
 E-W Direction: FAIR DRIVE

File Name : H1311094
 Site Code : 00000554
 Start Date : 11/19/2013
 Page No : 3

Start Time	FAIRVIEW ROAD Southbound				FAIR DRIVE Westbound				FAIRVIEW ROAD Northbound				FAIR DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	26	126	58	210	127	191	21	339	11	101	9	121	7	76	20	103	773
05:15 PM	18	120	69	207	130	213	18	361	10	121	18	149	5	65	17	87	804
05:30 PM	21	104	53	178	132	211	18	361	10	123	13	146	9	58	32	99	784
05:45 PM	18	120	52	190	140	224	28	392	12	130	11	153	11	79	31	121	856
Total Volume	83	470	232	785	529	839	85	1453	43	475	51	569	32	278	100	410	3217
% App. Total	10.6	59.9	29.6		36.4	57.7	5.8		7.6	83.5	9		7.8	67.8	24.4		
PHF	.798	.933	.841	.935	.945	.936	.759	.927	.896	.913	.708	.930	.727	.880	.781	.847	.940





City: COSTA MESA
 N-S Direction: LOT C
 E-W Direction: MERRIMAC WAY

File Name : H1311023
 Site Code : 00003873
 Start Date : 10/29/2013
 Page No : 1

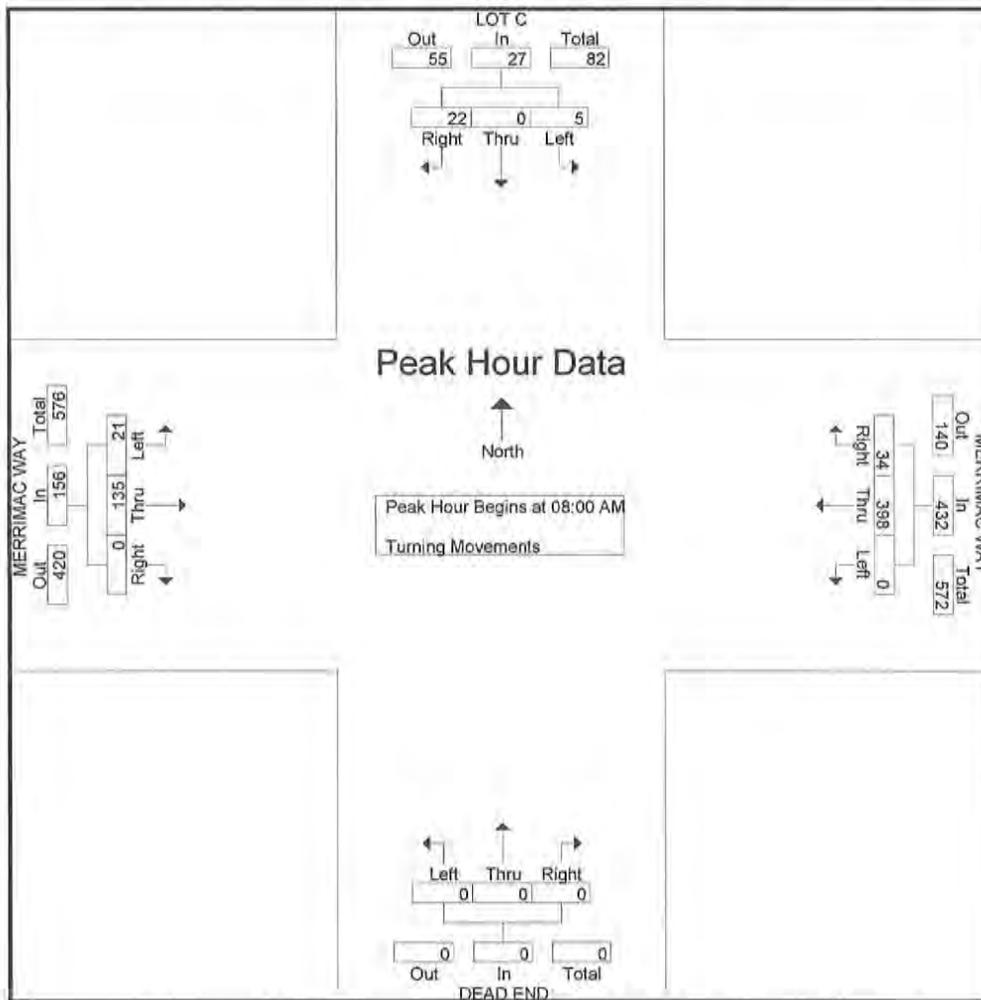
Groups Printed- Turning Movements

Start Time	LOT C Southbound			MERRIMAC WAY Westbound			DEAD END Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	2	0	1	1	29	0	0	0	0	0	10	1	44
07:15 AM	2	0	0	2	44	0	0	0	0	0	26	3	77
07:30 AM	1	0	1	4	52	0	0	0	0	0	49	6	113
07:45 AM	5	0	0	12	87	0	0	0	0	0	41	10	155
Total	10	0	2	19	212	0	0	0	0	0	126	20	389
08:00 AM	9	0	0	13	107	0	0	0	0	0	45	9	183
08:15 AM	0	0	1	4	79	0	0	0	0	0	33	4	121
08:30 AM	4	0	0	4	112	0	0	0	0	0	24	1	145
08:45 AM	9	0	4	13	100	0	0	0	0	0	33	7	166
Total	22	0	5	34	398	0	0	0	0	0	135	21	615
*** BREAK ***													
04:00 PM	11	0	13	2	61	0	0	0	0	0	74	2	163
04:15 PM	9	0	15	22	67	0	0	0	0	0	63	1	177
04:30 PM	13	0	12	14	69	0	0	0	0	0	64	3	175
04:45 PM	7	0	10	5	63	0	0	0	0	0	59	3	147
Total	40	0	50	43	260	0	0	0	0	0	260	9	662
05:00 PM	14	0	8	9	99	0	0	0	0	0	48	2	180
05:15 PM	16	0	10	10	122	0	0	0	0	0	51	5	214
05:30 PM	12	0	10	9	113	0	0	0	0	0	58	12	214
05:45 PM	15	0	6	13	104	0	0	0	0	0	53	6	197
Total	57	0	34	41	438	0	0	0	0	0	210	25	805
Grand Total	129	0	91	137	1308	0	0	0	0	0	731	75	2471
Apprch %	58.6	0	41.4	9.5	90.5	0	0	0	0	0	90.7	9.3	
Total %	5.2	0	3.7	5.5	52.9	0	0	0	0	0	29.6	3	

City: COSTA MESA
 N-S Direction: LOT C
 E-W Direction: MERRIMAC WAY

File Name : H1311023
 Site Code : 00003873
 Start Date : 10/29/2013
 Page No : 2

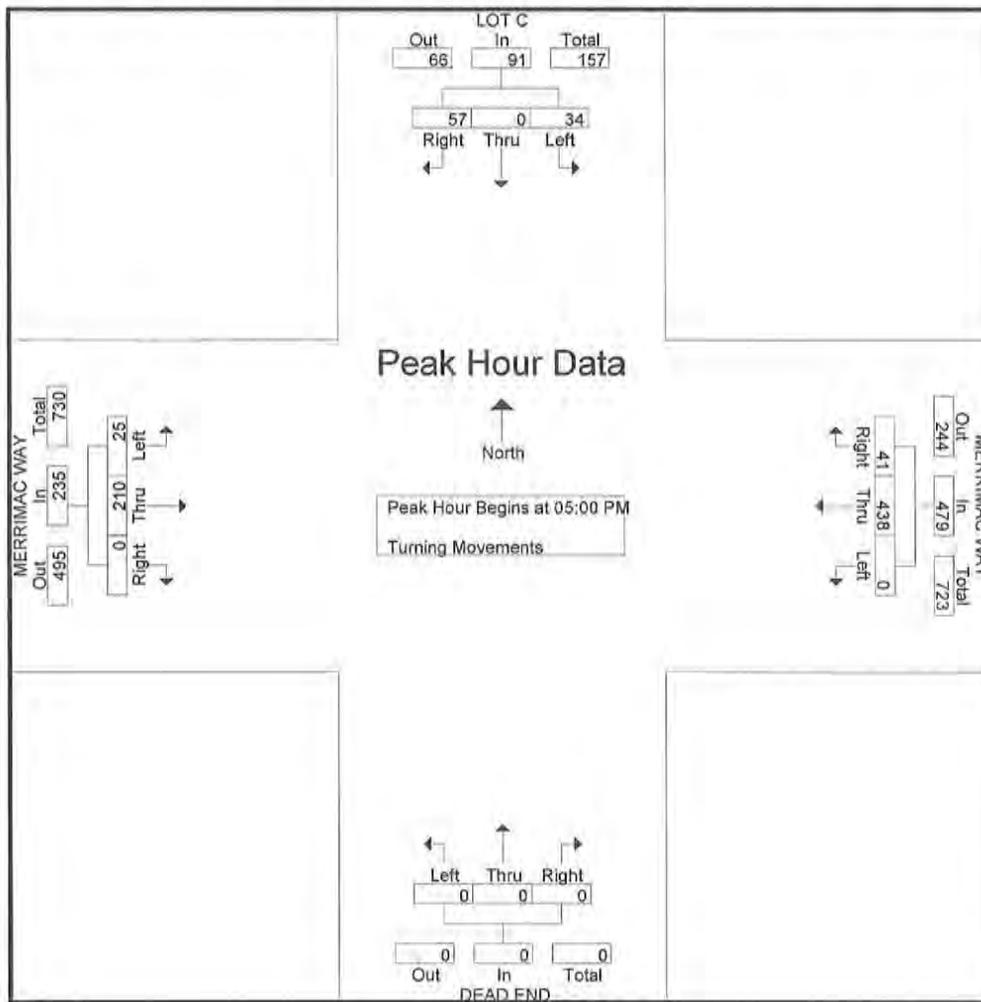
Start Time	LOT C Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	0	0	9	13	107	0	120	0	0	0	0	0	45	9	54	183
08:15 AM	0	0	1	1	4	79	0	83	0	0	0	0	0	33	4	37	121
08:30 AM	4	0	0	4	4	112	0	116	0	0	0	0	0	24	1	25	145
08:45 AM	9	0	4	13	13	100	0	113	0	0	0	0	0	33	7	40	166
Total Volume	22	0	5	27	34	398	0	432	0	0	0	0	0	135	21	156	615
% App. Total	81.5	0	18.5		7.9	92.1	0		0	0	0		0	86.5	13.5		
PHF	.611	.000	.313	.519	.654	.888	.000	.900	.000	.000	.000	.000	.000	.750	.583	.722	.840



City: COSTA MESA
 N-S Direction: LOT C
 E-W Direction: MERRIMAC WAY

File Name : H1311023
 Site Code : 00003873
 Start Date : 10/29/2013
 Page No : 3

Start Time	LOT C Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	0	8	22	9	99	0	108	0	0	0	0	0	48	2	50	180
05:15 PM	16	0	10	26	10	122	0	132	0	0	0	0	0	51	5	56	214
05:30 PM	12	0	10	22	9	113	0	122	0	0	0	0	0	58	12	70	214
05:45 PM	15	0	6	21	13	104	0	117	0	0	0	0	0	53	6	59	197
Total Volume	57	0	34	91	41	438	0	479	0	0	0	0	0	210	25	235	805
% App. Total	62.6	0	37.4		8.6	91.4	0		0	0	0		0	89.4	10.6		
PHF	.891	.000	.850	.875	.788	.898	.000	.907	.000	.000	.000	.000	.000	.905	.521	.839	.940



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City: COSTA MESA
 N-S Direction: LOT D
 E-W Direction: MERRIMAC WAY

File Name : H1311024
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 1

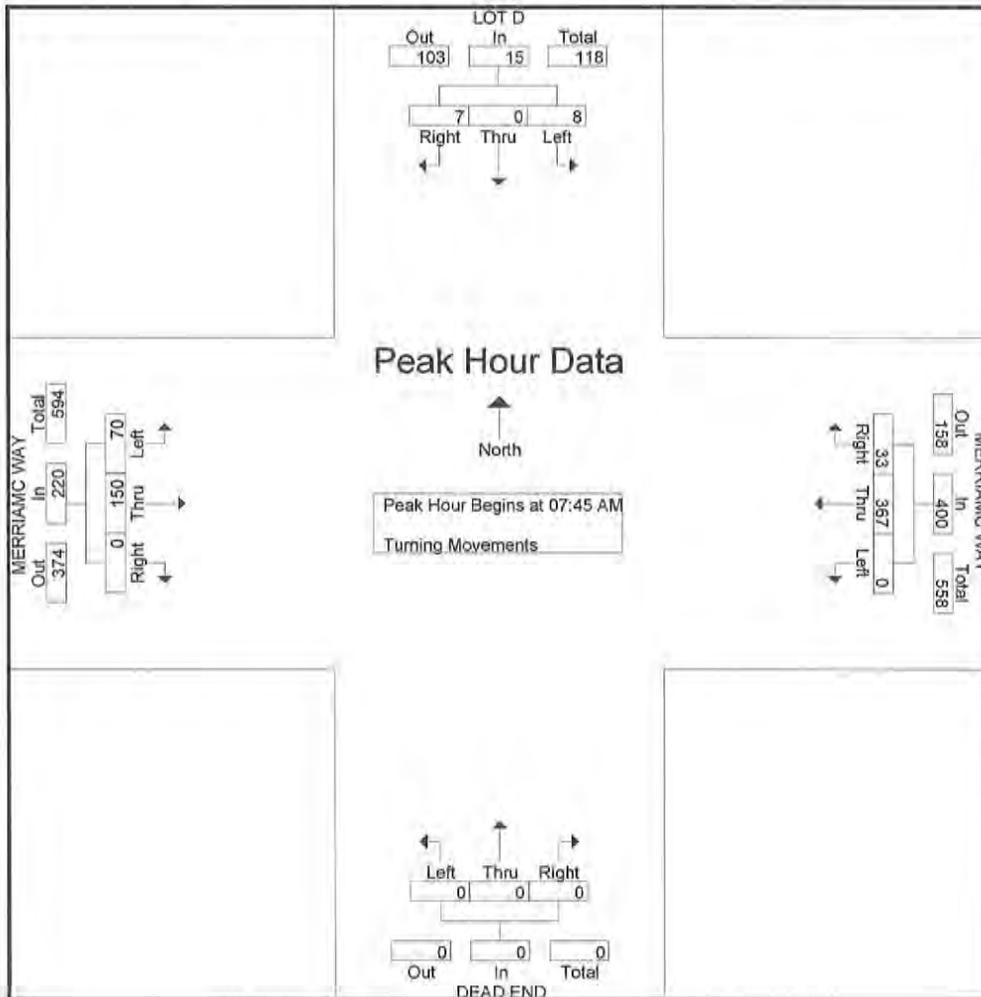
Groups Printed- Turning Movements

Start Time	LOT D Southbound			MERRIAMC WAY Westbound			DEAD END Northbound			MERRIAMC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	2	0	0	1	35	0	0	0	0	0	13	5	56
07:15 AM	2	0	1	3	34	0	0	0	0	0	29	4	73
07:30 AM	3	0	3	5	38	0	0	0	0	0	46	10	105
07:45 AM	0	0	3	12	82	0	0	0	0	0	43	24	164
Total	7	0	7	21	189	0	0	0	0	0	131	43	398
08:00 AM	1	0	3	13	109	0	0	0	0	0	47	19	192
08:15 AM	3	0	1	4	75	0	0	0	0	0	44	16	143
08:30 AM	3	0	1	4	101	0	0	0	0	0	16	11	136
08:45 AM	6	0	3	7	96	0	0	0	0	0	31	12	155
Total	13	0	8	28	381	0	0	0	0	0	138	58	626
*** BREAK ***													
04:00 PM	3	0	9	5	71	0	0	0	0	0	71	1	160
04:15 PM	7	0	7	9	63	0	0	0	0	0	51	9	146
04:30 PM	7	0	11	8	74	0	0	0	0	0	50	9	159
04:45 PM	6	0	6	4	62	0	0	0	0	0	51	8	137
Total	23	0	33	26	270	0	0	0	0	0	223	27	602
05:00 PM	5	0	3	7	89	0	0	0	0	0	48	7	159
05:15 PM	8	0	6	8	132	0	0	0	0	0	46	15	215
05:30 PM	7	0	12	5	120	0	0	0	0	0	55	15	214
05:45 PM	6	0	7	12	100	0	0	0	0	0	48	14	187
Total	26	0	28	32	441	0	0	0	0	0	197	51	775
Grand Total	69	0	76	107	1281	0	0	0	0	0	689	179	2401
Apprch %	47.6	0	52.4	7.7	92.3	0	0	0	0	0	79.4	20.6	
Total %	2.9	0	3.2	4.5	53.4	0	0	0	0	0	28.7	7.5	

City: COSTA MESA
 N-S Direction: LOT D
 E-W Direction: MERRIMAC WAY

File Name : H1311024
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 2

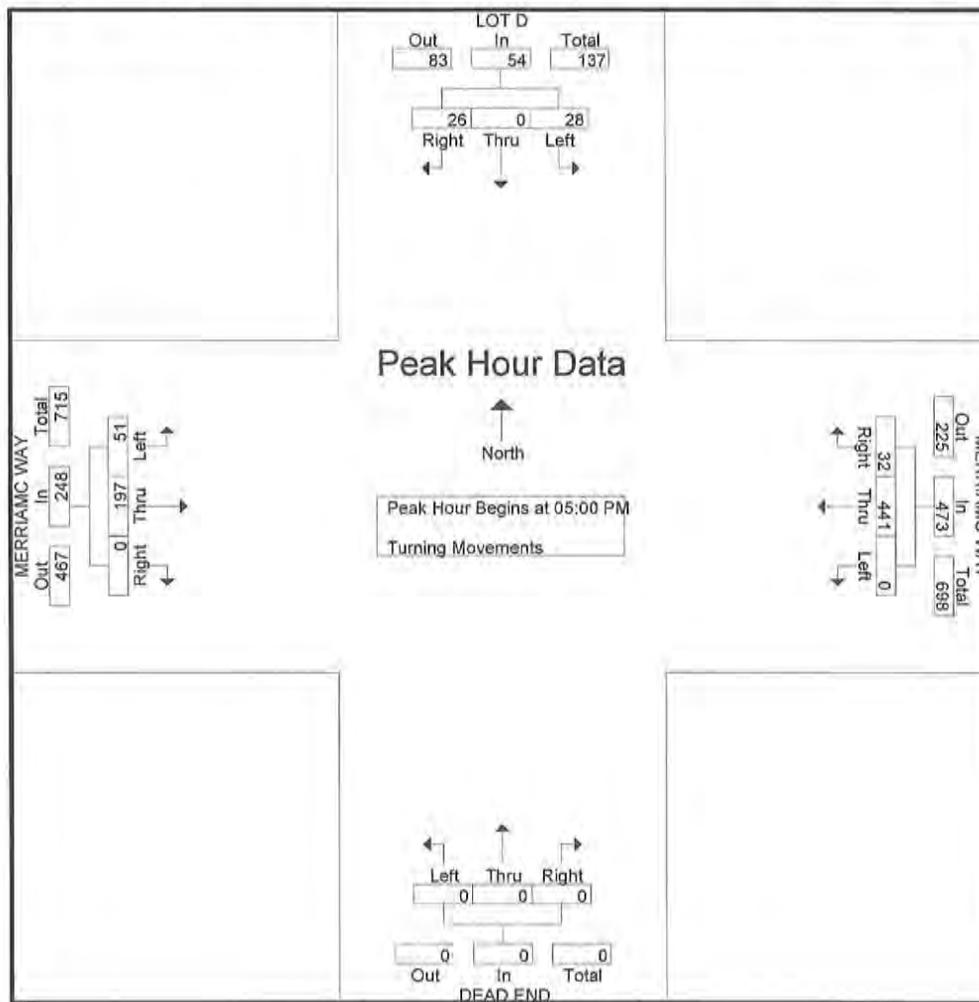
Start Time	LOT D Southbound				MERRIAMC WAY Westbound				DEAD END Northbound				MERRIAMC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	3	3	12	82	0	94	0	0	0	0	0	43	24	67	164
08:00 AM	1	0	3	4	13	109	0	122	0	0	0	0	0	47	19	66	192
08:15 AM	3	0	1	4	4	75	0	79	0	0	0	0	0	44	16	60	143
08:30 AM	3	0	1	4	4	101	0	105	0	0	0	0	0	16	11	27	136
Total Volume	7	0	8	15	33	367	0	400	0	0	0	0	0	150	70	220	635
% App. Total	46.7	0	53.3		8.2	91.8	0		0	0	0		0	68.2	31.8		
PHF	.583	.000	.667	.938	.635	.842	.000	.820	.000	.000	.000	.000	.000	.798	.729	.821	.827



City: COSTA MESA
 N-S Direction: LOT D
 E-W Direction: MERRIMAC WAY

File Name : H1311024
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 3

Start Time	LOT D Southbound				MERRIAMC WAY Westbound				DEAD END Northbound				MERRIAMC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	0	3	8	7	89	0	96	0	0	0	0	0	48	7	55	159
05:15 PM	8	0	6	14	8	132	0	140	0	0	0	0	0	46	15	61	215
05:30 PM	7	0	12	19	5	120	0	125	0	0	0	0	0	55	15	70	214
05:45 PM	6	0	7	13	12	100	0	112	0	0	0	0	0	48	14	62	187
Total Volume	26	0	28	54	32	441	0	473	0	0	0	0	0	197	51	248	775
% App. Total	48.1	0	51.9		6.8	93.2	0		0	0	0	0	0	79.4	20.6		
PHF	.813	.000	.583	.711	.667	.835	.000	.845	.000	.000	.000	.000	.000	.895	.850	.886	.901





City: COSTA MESA
 N-S Direction: LOT D
 E-W Direction: MERRIMAC WAY

File Name : H1311025
 Site Code : 00003872
 Start Date : 10/29/2013
 Page No : 1

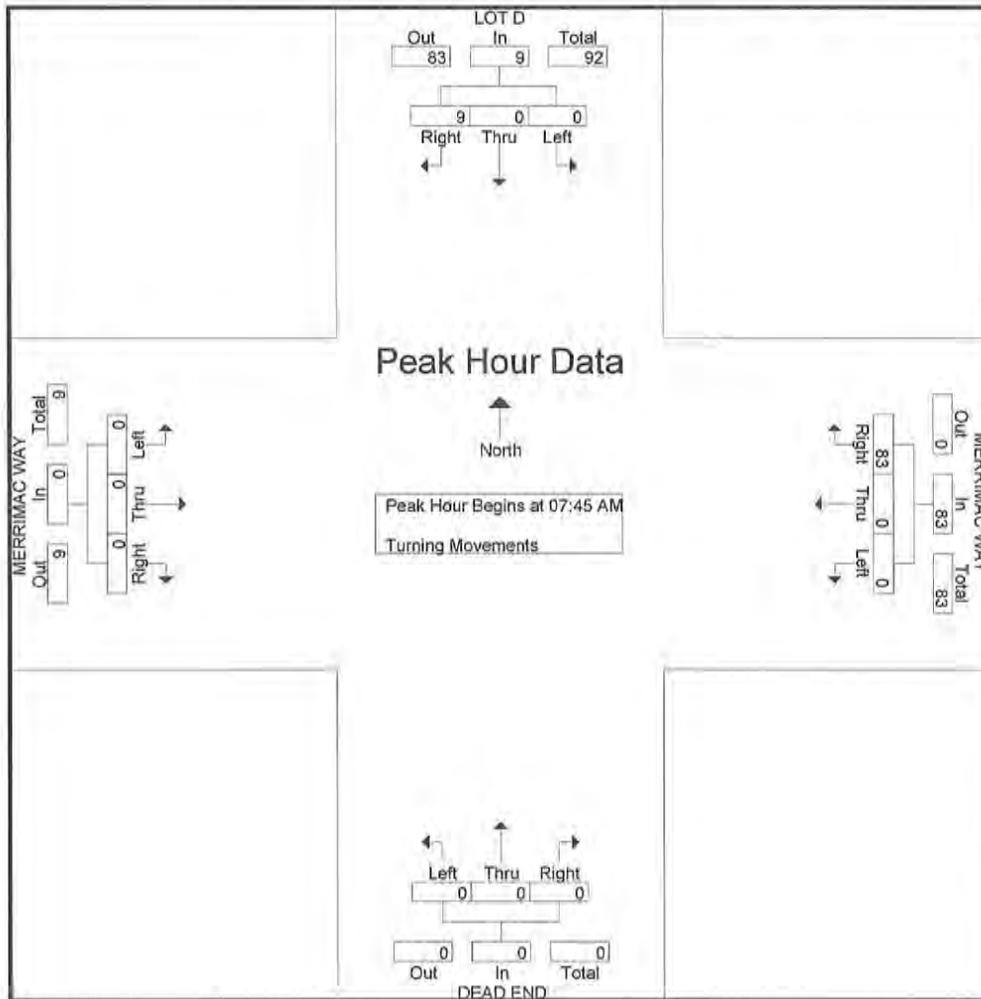
Groups Printed- Turning Movements

Start Time	LOT D Southbound			MERRIMAC WAY Westbound			DEAD END Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	1	0	0	6	0	0	0	0	0	0	0	0	7
07:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	2	0	0	4	0	0	0	0	0	0	0	0	6
07:45 AM	4	0	0	12	0	0	0	0	0	0	0	0	16
Total	7	0	0	25	0	0	0	0	0	0	0	0	32
08:00 AM	1	0	0	20	0	0	0	0	0	0	0	0	21
08:15 AM	3	0	0	21	0	0	0	0	0	0	0	0	24
08:30 AM	1	0	0	30	0	0	0	0	0	0	0	0	31
08:45 AM	5	0	0	11	0	0	0	0	0	0	0	0	16
Total	10	0	0	82	0	0	0	0	0	0	0	0	92
*** BREAK ***													
04:00 PM	13	0	0	6	0	0	0	0	0	0	0	0	19
04:15 PM	5	0	0	3	0	0	0	0	0	0	0	0	8
04:30 PM	7	0	0	2	0	0	0	0	0	0	0	0	9
04:45 PM	9	0	0	5	0	0	0	0	0	0	0	0	14
Total	34	0	0	16	0	0	0	0	0	0	0	0	50
05:00 PM	11	0	0	12	0	0	0	0	0	0	0	0	23
05:15 PM	11	0	0	16	0	0	0	0	0	0	0	0	27
05:30 PM	8	0	0	12	0	0	0	0	0	0	0	0	20
05:45 PM	8	0	0	17	0	0	0	0	0	0	0	0	25
Total	38	0	0	57	0	0	0	0	0	0	0	0	95
Grand Total	89	0	0	180	0	0	0	0	0	0	0	0	269
Apprch %	100	0	0	100	0	0	0	0	0	0	0	0	
Total %	33.1	0	0	66.9	0	0	0	0	0	0	0	0	

City: COSTA MESA
 N-S Direction: LOT D
 E-W Direction: MERRIMAC WAY

File Name : H1311025
 Site Code : 00003872
 Start Date : 10/29/2013
 Page No : 2

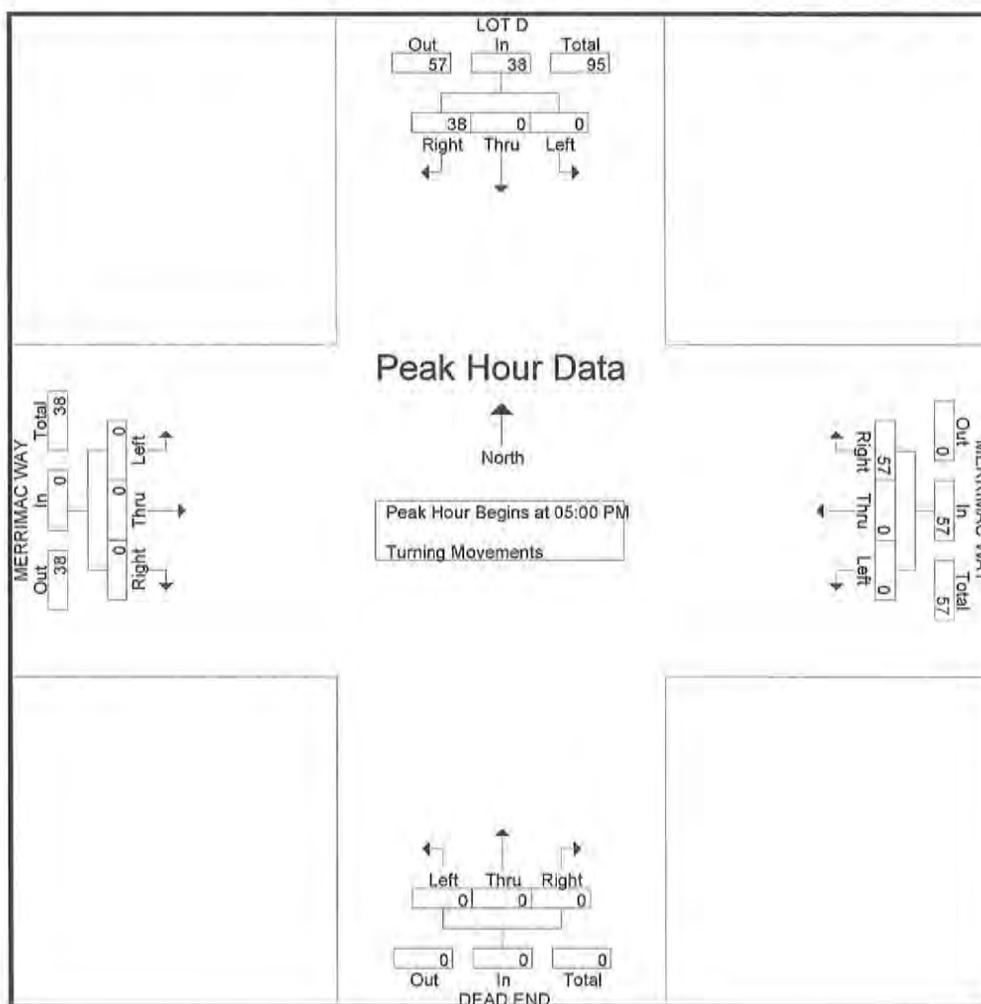
Start Time	LOT D Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	0	0	4	12	0	0	12	0	0	0	0	0	0	0	0	16
08:00 AM	1	0	0	1	20	0	0	20	0	0	0	0	0	0	0	0	21
08:15 AM	3	0	0	3	21	0	0	21	0	0	0	0	0	0	0	0	24
08:30 AM	1	0	0	1	30	0	0	30	0	0	0	0	0	0	0	0	31
Total Volume	9	0	0	9	83	0	0	83	0	0	0	0	0	0	0	0	92
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.563	.000	.000	.563	.692	.000	.000	.692	.000	.000	.000	.000	.000	.000	.000	.000	.742



City: COSTA MESA
 N-S Direction: LOT D
 E-W Direction: MERRIMAC WAY

File Name : H1311025
 Site Code : 00003872
 Start Date : 10/29/2013
 Page No : 3

Start Time	LOT D Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	11	0	0	11	12	0	0	12	0	0	0	0	0	0	0	0	0	23
05:15 PM	11	0	0	11	16	0	0	16	0	0	0	0	0	0	0	0	0	27
05:30 PM	8	0	0	8	12	0	0	12	0	0	0	0	0	0	0	0	0	20
05:45 PM	8	0	0	8	17	0	0	17	0	0	0	0	0	0	0	0	0	25
Total Volume	38	0	0	38	57	0	0	57	0	0	0	0	0	0	0	0	0	95
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0			
PHF	.864	.000	.000	.864	.838	.000	.000	.838	.000	.000	.000	.000	.000	.000	.000	.000	.000	.880





City: COSTA MESA
N-S Direction: LOT D
E-W Direction: MERRIMAC WAY

File Name : H1311026
Site Code : 00003872
Start Date : 10/29/2013
Page No : 1

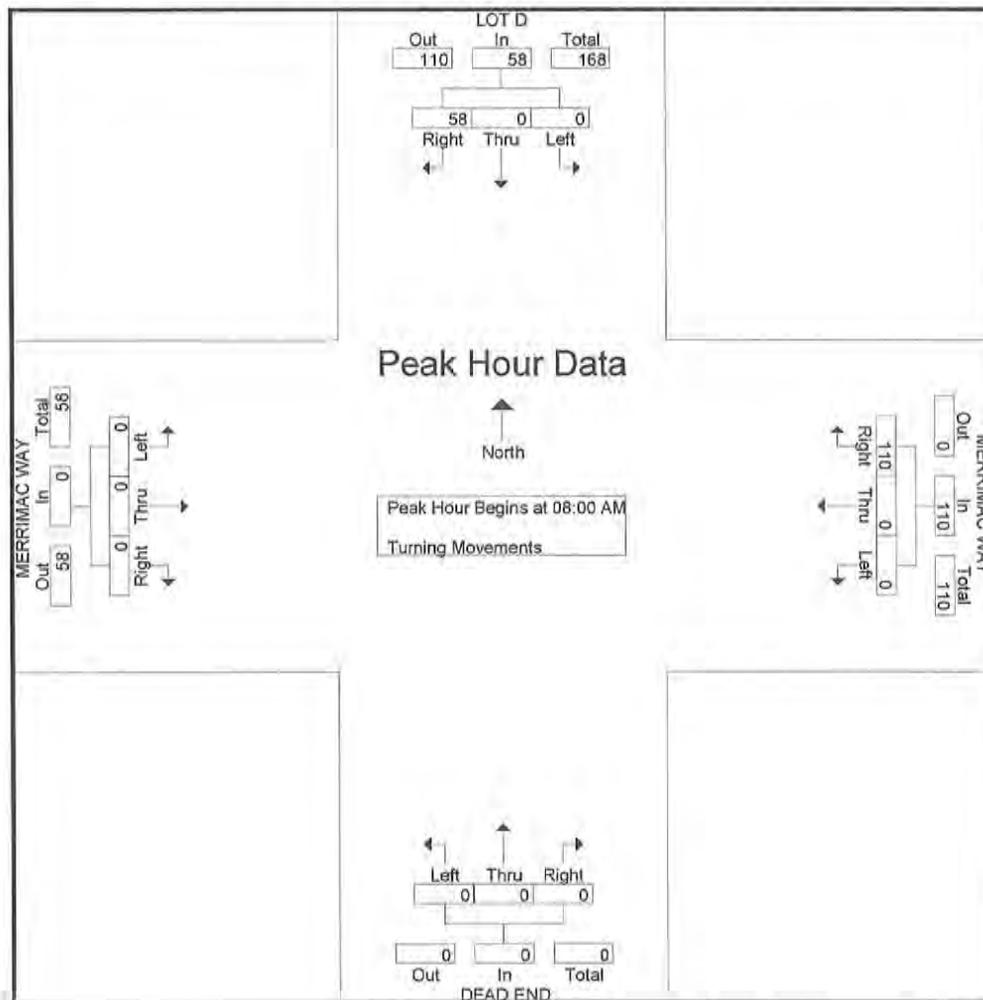
Groups Printed- Turning Movements

Start Time	LOT D Southbound			MERRIMAC WAY Westbound			DEAD END Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	3	0	0	26	0	0	0	0	0	0	0	0	29
07:45 AM	6	0	0	29	0	0	0	0	0	0	0	0	35
Total	9	0	0	58	0	0	0	0	0	0	0	0	67
08:00 AM	9	0	0	27	0	0	0	0	0	0	0	0	36
08:15 AM	12	0	0	22	0	0	0	0	0	0	0	0	34
08:30 AM	16	0	0	44	0	0	0	0	0	0	0	0	60
08:45 AM	21	0	0	17	0	0	0	0	0	0	0	0	38
Total	58	0	0	110	0	0	0	0	0	0	0	0	168
*** BREAK ***													
04:00 PM	15	0	0	8	0	0	0	0	0	0	0	0	23
04:15 PM	16	0	0	12	0	0	0	0	0	0	0	0	28
04:30 PM	15	0	0	8	0	0	0	0	0	0	0	0	23
04:45 PM	15	0	0	18	0	0	0	0	0	0	0	0	33
Total	61	0	0	46	0	0	0	0	0	0	0	0	107
05:00 PM	13	0	0	8	0	0	0	0	0	0	0	0	21
05:15 PM	13	0	0	5	0	0	0	0	0	0	0	0	18
05:30 PM	11	0	0	14	0	0	0	0	0	0	0	0	25
05:45 PM	10	0	0	6	0	0	0	0	0	0	0	0	16
Total	47	0	0	33	0	0	0	0	0	0	0	0	80
Grand Total	175	0	0	247	0	0	0	0	0	0	0	0	422
Apprch %	100	0	0	100	0	0	0	0	0	0	0	0	
Total %	41.5	0	0	58.5	0	0	0	0	0	0	0	0	

City: COSTA MESA
 N-S Direction: LOT D
 E-W Direction: MERRIMAC WAY

File Name : H1311026
 Site Code : 00003872
 Start Date : 10/29/2013
 Page No : 2

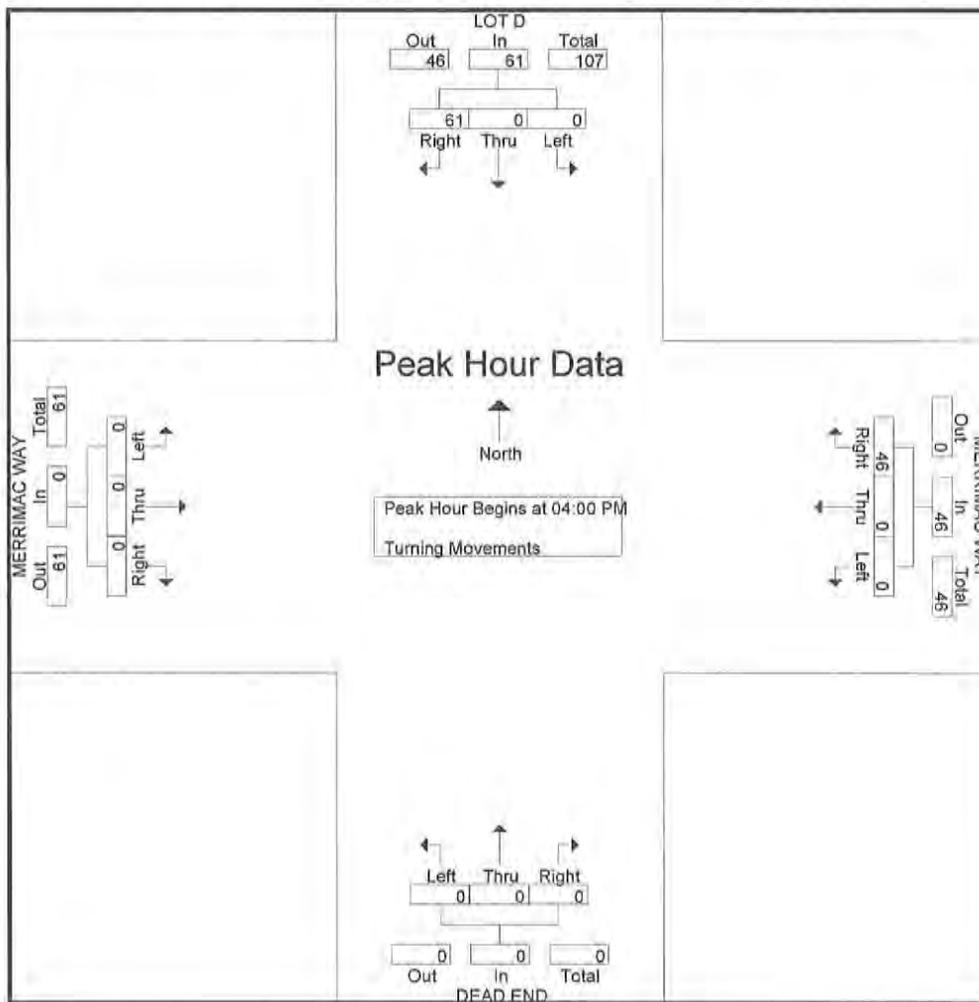
Start Time	LOT D Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	9	0	0	9	27	0	0	27	0	0	0	0	0	0	0	0	0	36
08:15 AM	12	0	0	12	22	0	0	22	0	0	0	0	0	0	0	0	0	34
08:30 AM	16	0	0	16	44	0	0	44	0	0	0	0	0	0	0	0	0	60
08:45 AM	21	0	0	21	17	0	0	17	0	0	0	0	0	0	0	0	0	38
Total Volume	58	0	0	58	110	0	0	110	0	0	0	0	0	0	0	0	0	168
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0			
PHF	.690	.000	.000	.690	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.700



City: COSTA MESA
 N-S Direction: LOT D
 E-W Direction: MERRIMAC WAY

File Name : H1311026
 Site Code : 00003872
 Start Date : 10/29/2013
 Page No : 3

Start Time	LOT D Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	15	0	0	15	8	0	0	8	0	0	0	0	0	0	0	0	0	23
04:15 PM	16	0	0	16	12	0	0	12	0	0	0	0	0	0	0	0	0	28
04:30 PM	15	0	0	15	8	0	0	8	0	0	0	0	0	0	0	0	0	23
04:45 PM	15	0	0	15	18	0	0	18	0	0	0	0	0	0	0	0	0	33
Total Volume	61	0	0	61	46	0	0	46	0	0	0	0	0	0	0	0	0	107
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0			
PHF	.953	.000	.000	.953	.639	.000	.000	.639	.000	.000	.000	.000	.000	.000	.000	.000	.000	.811





City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : H1311027
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 1

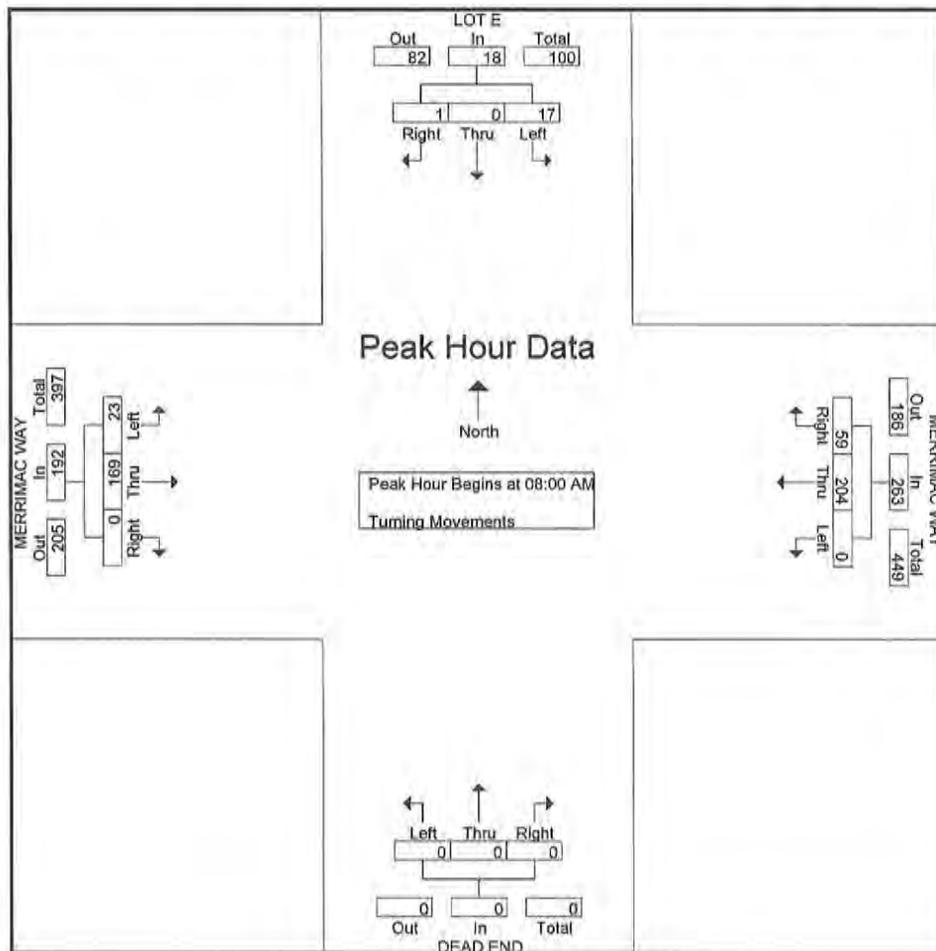
Groups Printed- Turning Movements

Start Time	LOT E Southbound			MERRIMAC WAY Westbound			DEAD END Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	1	3	19	0	0	0	0	0	20	4	47
07:15 AM	0	0	1	6	22	0	0	0	0	0	37	1	67
07:30 AM	0	0	0	7	26	0	0	0	0	0	55	2	90
07:45 AM	1	0	1	15	22	0	0	0	0	0	51	2	92
Total	1	0	3	31	89	0	0	0	0	0	163	9	296
08:00 AM	0	0	4	20	53	0	0	0	0	0	52	6	135
08:15 AM	0	0	3	10	46	0	0	0	0	0	41	4	104
08:30 AM	0	0	2	10	51	0	0	0	0	0	42	3	108
08:45 AM	1	0	8	19	54	0	0	0	0	0	34	10	126
Total	1	0	17	59	204	0	0	0	0	0	169	23	473
*** BREAK ***													
04:00 PM	3	0	7	0	62	0	0	0	0	0	51	0	123
04:15 PM	2	0	1	2	79	0	0	0	0	0	52	0	136
04:30 PM	0	0	5	2	80	0	0	0	0	0	59	0	146
04:45 PM	0	0	3	1	87	0	0	0	0	0	59	1	151
Total	5	0	16	5	308	0	0	0	0	0	221	1	556
05:00 PM	1	0	4	1	123	0	0	0	0	0	55	0	184
05:15 PM	0	0	2	0	120	0	0	0	0	0	57	0	179
05:30 PM	0	0	5	1	109	0	0	0	0	0	63	0	178
05:45 PM	0	0	0	1	102	0	0	0	0	0	60	0	163
Total	1	0	11	3	454	0	0	0	0	0	235	0	704
Grand Total	8	0	47	98	1055	0	0	0	0	0	788	33	2029
Apprch %	14.5	0	85.5	8.5	91.5	0	0	0	0	0	96	4	
Total %	0.4	0	2.3	4.8	52	0	0	0	0	0	38.8	1.6	

City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : H1311027
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 2

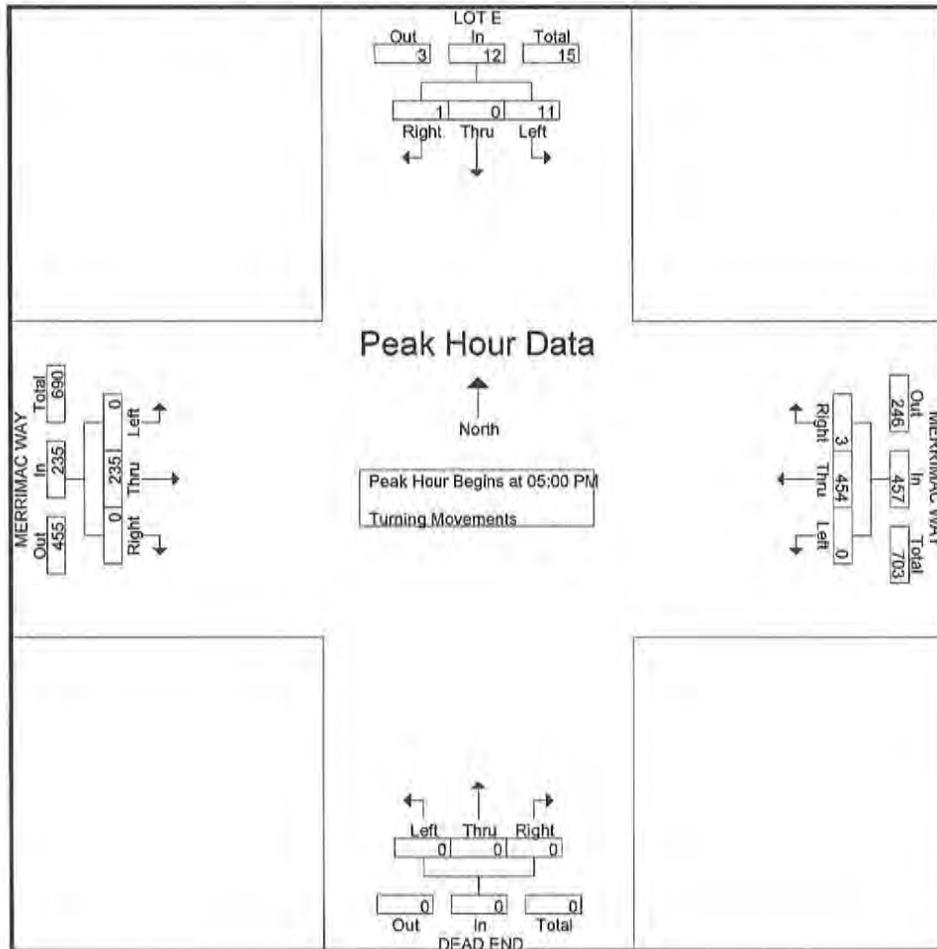
Start Time	LOT E Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	4	4	20	53	0	73	0	0	0	0	0	52	6	58	135
08:15 AM	0	0	3	3	10	46	0	56	0	0	0	0	0	41	4	45	104
08:30 AM	0	0	2	2	10	51	0	61	0	0	0	0	0	42	3	45	108
08:45 AM	1	0	8	9	19	54	0	73	0	0	0	0	0	34	10	44	126
Total Volume	1	0	17	18	59	204	0	263	0	0	0	0	0	169	23	192	473
% App. Total	5.6	0	94.4		22.4	77.6	0		0	0	0	0	0	88	12		
PHF	.250	.000	.531	.500	.738	.944	.000	.901	.000	.000	.000	.000	.000	.813	.575	.828	.876



City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : H1311027
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 3

Start Time	LOT E Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	4	5	1	123	0	124	0	0	0	0	0	55	0	55	184
05:15 PM	0	0	2	2	0	120	0	120	0	0	0	0	0	57	0	57	179
05:30 PM	0	0	5	5	1	109	0	110	0	0	0	0	0	63	0	63	178
05:45 PM	0	0	0	0	1	102	0	103	0	0	0	0	0	60	0	60	163
Total Volume	1	0	11	12	3	454	0	457	0	0	0	0	0	235	0	235	704
% App. Total	8.3	0	91.7		0.7	99.3	0		0	0	0		0	100	0		
PHF	.250	.000	.550	.600	.750	.923	.000	.921	.000	.000	.000	.000	.000	.933	.000	.933	.957





City: COSTA MESA
N-S Direction: LOT E
E-W Direction: MERRIMAC WAY

File Name : H1311028
Site Code : 00005724
Start Date : 10/29/2013
Page No : 1

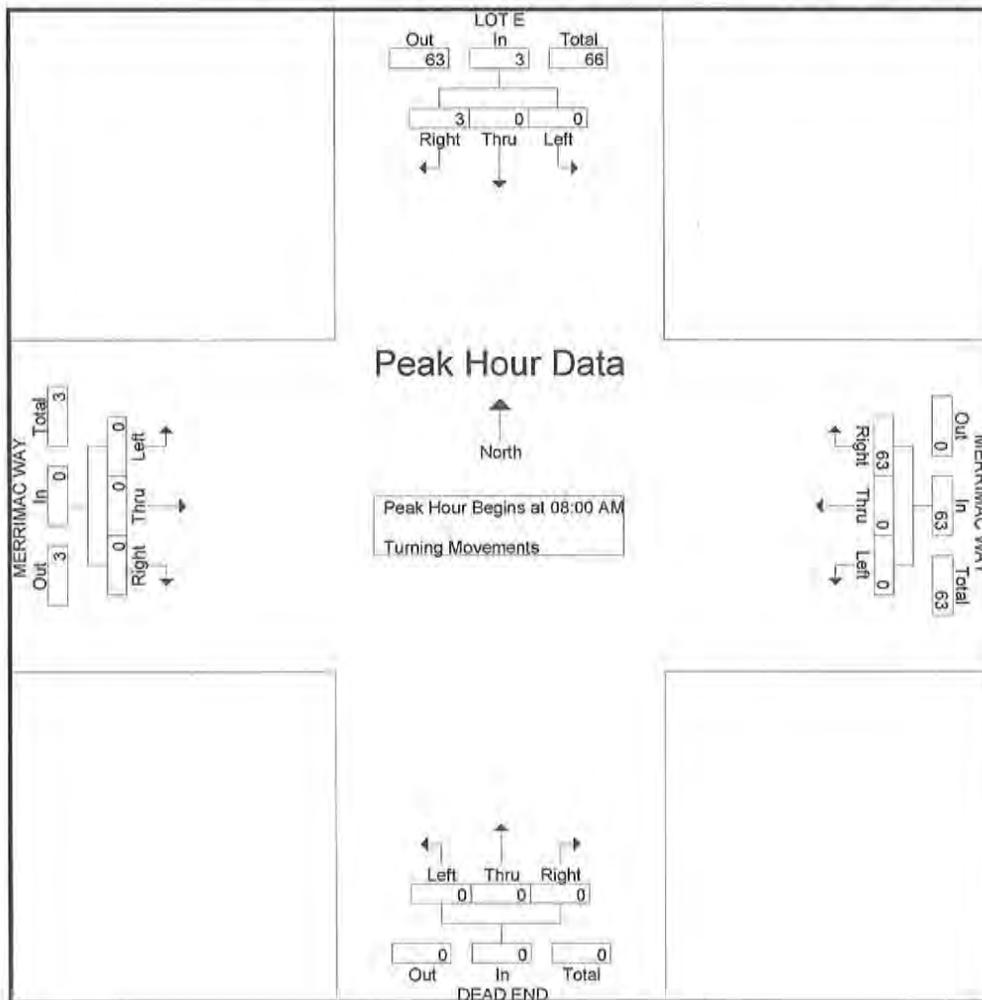
Groups Printed- Turning Movements

Start Time	LOT E Southbound			MERRIMAC WAY Westbound			DEAD END Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	0	5	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	10	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	10	0	0	0	0	0	0	0	0	10
Total	0	0	0	30	0	0	0	0	0	0	0	0	30
08:00 AM	1	0	0	22	0	0	0	0	0	0	0	0	23
08:15 AM	0	0	0	10	0	0	0	0	0	0	0	0	10
08:30 AM	1	0	0	13	0	0	0	0	0	0	0	0	14
08:45 AM	1	0	0	18	0	0	0	0	0	0	0	0	19
Total	3	0	0	63	0	0	0	0	0	0	0	0	66
*** BREAK ***													
04:00 PM	3	0	0	5	0	0	0	0	0	0	0	0	8
04:15 PM	3	0	0	2	0	0	0	0	0	0	0	0	5
04:30 PM	4	0	0	5	0	0	0	0	0	0	0	0	9
04:45 PM	6	0	0	3	0	0	0	0	0	0	0	0	9
Total	16	0	0	15	0	0	0	0	0	0	0	0	31
05:00 PM	3	0	0	5	0	0	0	0	0	0	0	0	8
05:15 PM	5	0	0	12	0	0	0	0	0	0	0	0	17
05:30 PM	5	0	0	10	0	0	0	0	0	0	0	0	15
05:45 PM	4	0	0	17	0	0	0	0	0	0	0	0	21
Total	17	0	0	44	0	0	0	0	0	0	0	0	61
Grand Total	36	0	0	152	0	0	0	0	0	0	0	0	188
Apprch %	100	0	0	100	0	0	0	0	0	0	0	0	
Total %	19.1	0	0	80.9	0	0	0	0	0	0	0	0	

City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : H1311028
 Site Code : 00005724
 Start Date : 10/29/2013
 Page No : 2

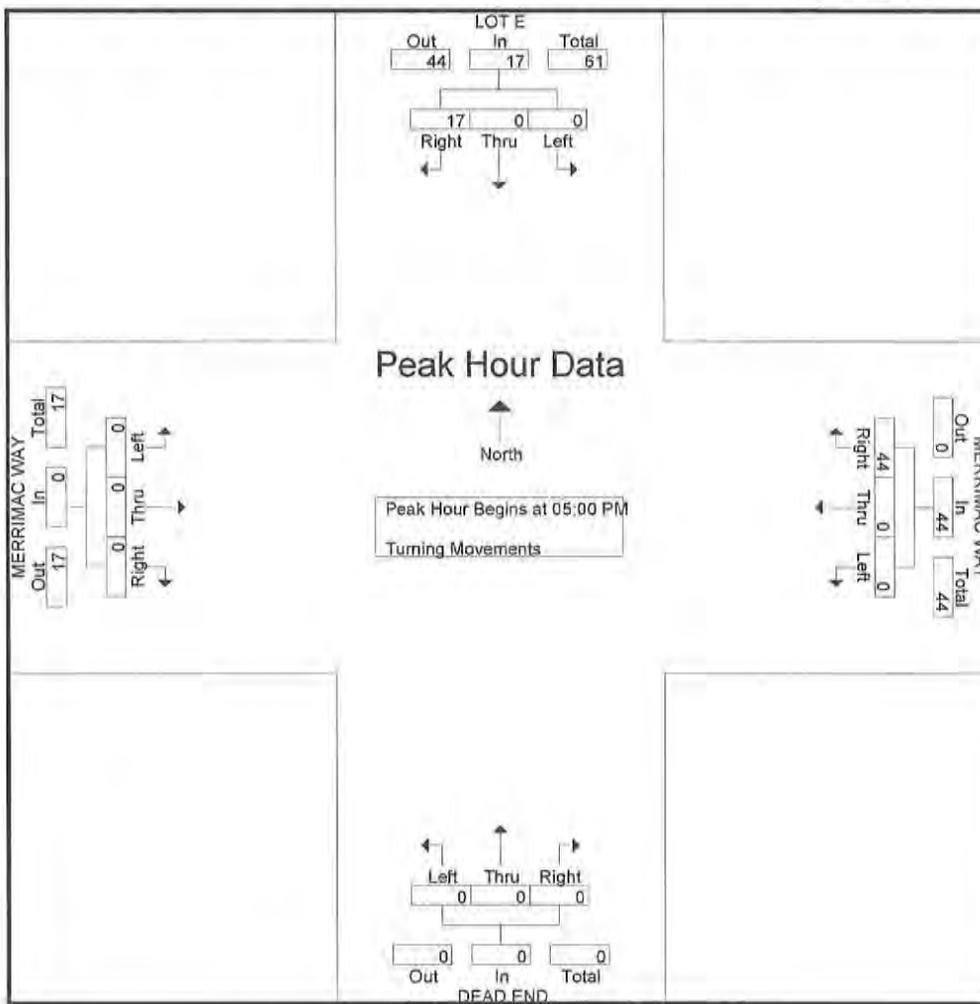
Start Time	LOT E Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	22	0	0	22	0	0	0	0	0	0	0	0	23
08:15 AM	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10
08:30 AM	1	0	0	1	13	0	0	13	0	0	0	0	0	0	0	0	14
08:45 AM	1	0	0	1	18	0	0	18	0	0	0	0	0	0	0	0	19
Total Volume	3	0	0	3	63	0	0	63	0	0	0	0	0	0	0	0	66
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.750	.000	.000	.750	.716	.000	.000	.716	.000	.000	.000	.000	.000	.000	.000	.000	.717



City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : H1311028
 Site Code : 00005724
 Start Date : 10/29/2013
 Page No : 3

Start Time	LOT E Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	0	0	3	5	0	0	5	0	0	0	0	0	0	0	0	8
05:15 PM	5	0	0	5	12	0	0	12	0	0	0	0	0	0	0	0	17
05:30 PM	5	0	0	5	10	0	0	10	0	0	0	0	0	0	0	0	15
05:45 PM	4	0	0	4	17	0	0	17	0	0	0	0	0	0	0	0	21
Total Volume	17	0	0	17	44	0	0	44	0	0	0	0	0	0	0	0	61
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.850	.000	.000	.850	.647	.000	.000	.647	.000	.000	.000	.000	.000	.000	.000	.000	.726





City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : H1311029
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 1

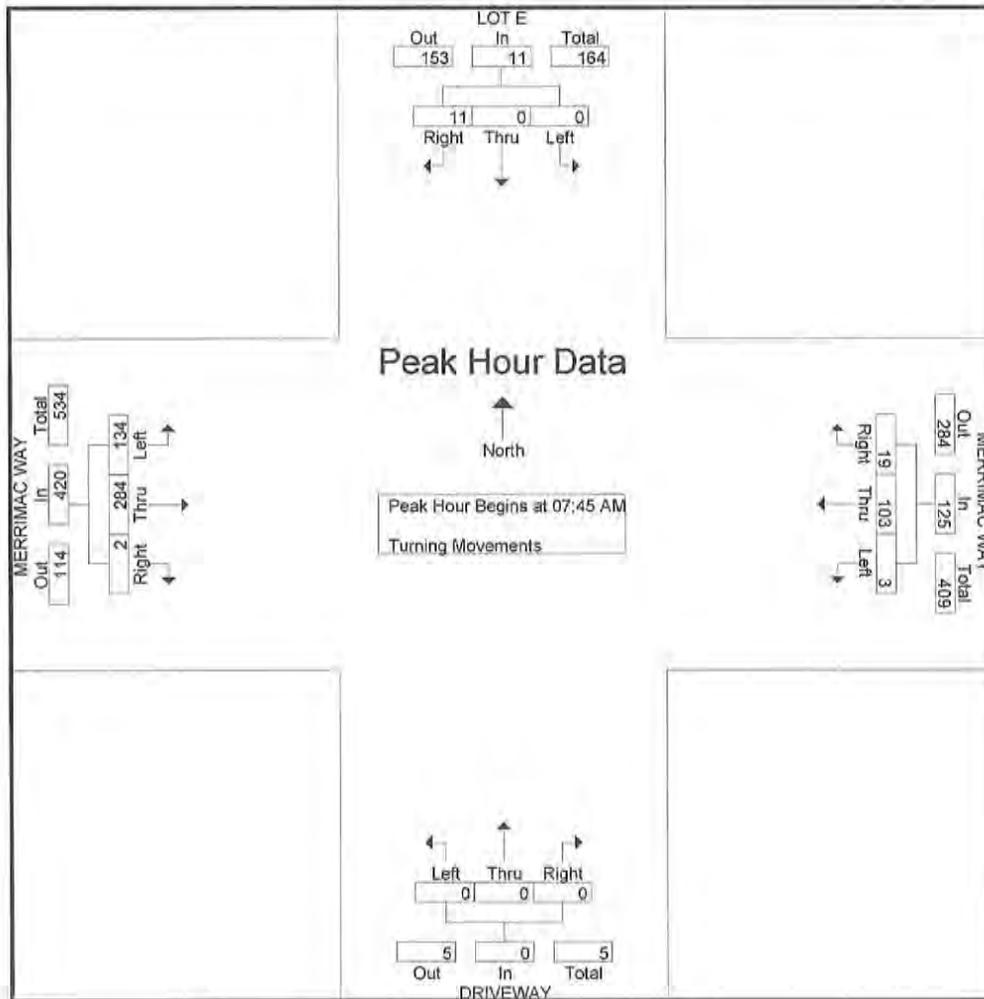
Groups Printed- Turning Movements

Start Time	LOT E Southbound			MERRIMAC WAY Westbound			DRIVEWAY Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	0	3	9	0	0	0	0	0	15	11	38
07:15 AM	0	0	1	3	12	0	0	0	0	0	31	19	66
07:30 AM	1	0	1	2	15	1	0	0	0	0	54	22	96
07:45 AM	4	0	0	3	24	1	0	0	0	0	90	47	169
Total	5	0	2	11	60	2	0	0	0	0	190	99	369
08:00 AM	4	0	0	4	22	1	0	0	0	0	79	36	146
08:15 AM	1	0	0	8	27	0	0	0	0	0	62	26	124
08:30 AM	2	0	0	4	30	1	0	0	0	2	53	25	117
08:45 AM	2	0	0	5	36	1	0	0	0	0	48	24	116
Total	9	0	0	21	115	3	0	0	0	2	242	111	503
*** BREAK ***													
04:00 PM	18	0	6	2	64	0	0	0	0	0	19	9	118
04:15 PM	9	0	4	2	57	0	0	0	0	0	29	8	109
04:30 PM	20	0	6	2	55	1	0	0	0	0	31	14	129
04:45 PM	9	0	7	4	60	1	0	0	0	0	21	13	115
Total	56	0	23	10	236	2	0	0	0	0	100	44	471
05:00 PM	12	0	8	10	77	1	0	0	0	0	42	17	167
05:15 PM	5	0	4	9	82	1	0	0	1	0	33	24	159
05:30 PM	17	0	3	5	96	1	0	0	0	0	38	17	177
05:45 PM	3	0	4	7	73	1	0	0	0	0	41	22	151
Total	37	0	19	31	328	4	0	0	1	0	154	80	654
Grand Total	107	0	44	73	739	11	0	0	1	2	686	334	1997
Apprch %	70.9	0	29.1	8.9	89.8	1.3	0	0	100	0.2	67.1	32.7	
Total %	5.4	0	2.2	3.7	37	0.6	0	0	0.1	0.1	34.4	16.7	

City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : H1311029
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 2

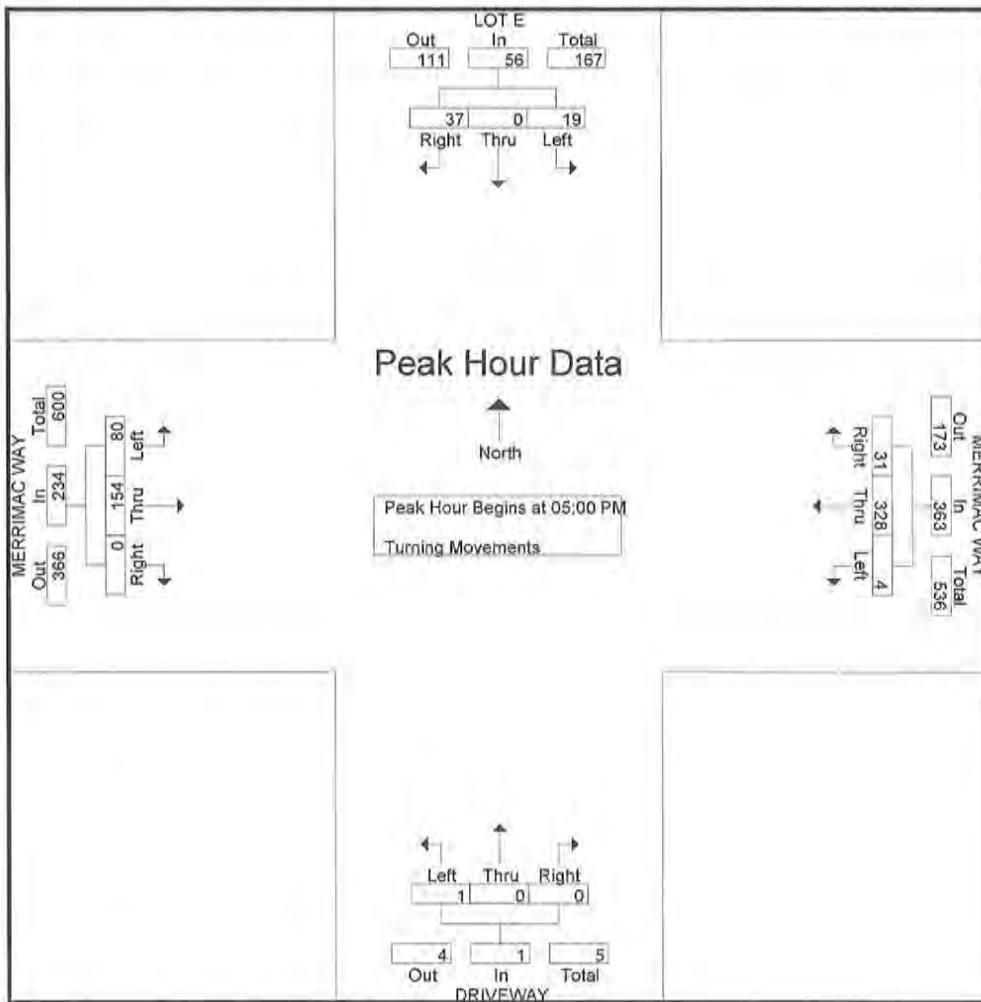
Start Time	LOT E Southbound				MERRIMAC WAY Westbound				DRIVEWAY Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	0	0	4	3	24	1	28	0	0	0	0	0	90	47	137	169
08:00 AM	4	0	0	4	4	22	1	27	0	0	0	0	0	79	36	115	146
08:15 AM	1	0	0	1	8	27	0	35	0	0	0	0	0	62	26	88	124
08:30 AM	2	0	0	2	4	30	1	35	0	0	0	0	2	53	25	80	117
Total Volume	11	0	0	11	19	103	3	125	0	0	0	0	2	284	134	420	556
% App. Total	100	0	0		15.2	82.4	2.4		0	0	0		0.5	67.6	31.9		
PHF	.688	.000	.000	.688	.594	.858	.750	.893	.000	.000	.000	.000	.250	.789	.713	.766	.822



City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : H1311029
 Site Code : 00000571
 Start Date : 10/29/2013
 Page No : 3

Start Time	LOT E Southbound				MERRIMAC WAY Westbound				DRIVEWAY Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	0	8	20	10	77	1	88	0	0	0	0	0	42	17	59	167
05:15 PM	5	0	4	9	9	82	1	92	0	0	1	1	0	33	24	57	159
05:30 PM	17	0	3	20	5	96	1	102	0	0	0	0	0	38	17	55	177
05:45 PM	3	0	4	7	7	73	1	81	0	0	0	0	0	41	22	63	151
Total Volume	37	0	19	56	31	328	4	363	0	0	1	1	0	154	80	234	654
% App. Total	66.1	0	33.9		8.5	90.4	1.1		0	0	100		0	65.8	34.2		
PHF	.544	.000	.594	.700	.775	.854	1.00	.890	.000	.000	.250	.250	.000	.917	.833	.929	.924





City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : h1311030
 Site Code : 00003872
 Start Date : 10/29/2013
 Page No : 1

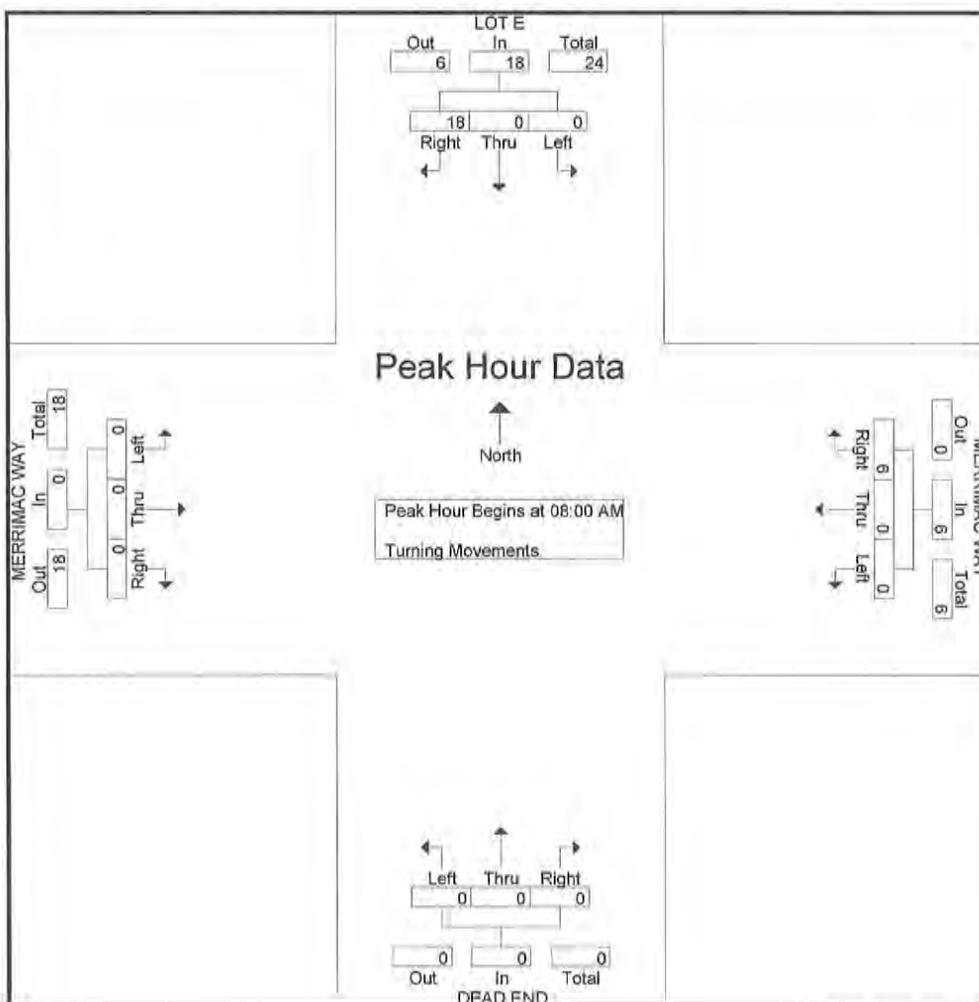
Groups Printed- Turning Movements

Start Time	LOT E Southbound			MERRIMAC WAY Westbound			DEAD END Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	4
07:15 AM	2	0	0	1	0	0	0	0	0	0	0	0	3
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	2	0	0	0	0	0	0	0	0	3
Total	6	0	0	5	0	0	0	0	0	0	0	0	11
08:00 AM	7	0	0	2	0	0	0	0	0	0	0	0	9
08:15 AM	5	0	0	1	0	0	0	0	0	0	0	0	6
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	4
08:45 AM	4	0	0	1	0	0	0	0	0	0	0	0	5
Total	18	0	0	6	0	0	0	0	0	0	0	0	24
*** BREAK ***													
04:00 PM	19	0	0	1	0	0	0	0	0	0	0	0	20
04:15 PM	10	0	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	9	0	0	1	0	0	0	0	0	0	0	0	10
04:45 PM	13	0	0	1	0	0	0	0	0	0	0	0	14
Total	51	0	0	3	0	0	0	0	0	0	0	0	54
05:00 PM	10	0	0	2	0	0	0	0	0	0	0	0	12
05:15 PM	11	0	0	0	0	0	0	0	0	0	0	0	11
05:30 PM	14	0	0	2	0	0	0	0	0	0	0	0	16
05:45 PM	9	0	0	2	0	0	0	0	0	0	0	0	11
Total	44	0	0	6	0	0	0	0	0	0	0	0	50
Grand Total	119	0	0	20	0	0	0	0	0	0	0	0	139
Apprch %	100	0	0	100	0	0	0	0	0	0	0	0	
Total %	85.6	0	0	14.4	0	0	0	0	0	0	0	0	

City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : h1311030
 Site Code : 00003872
 Start Date : 10/29/2013
 Page No : 2

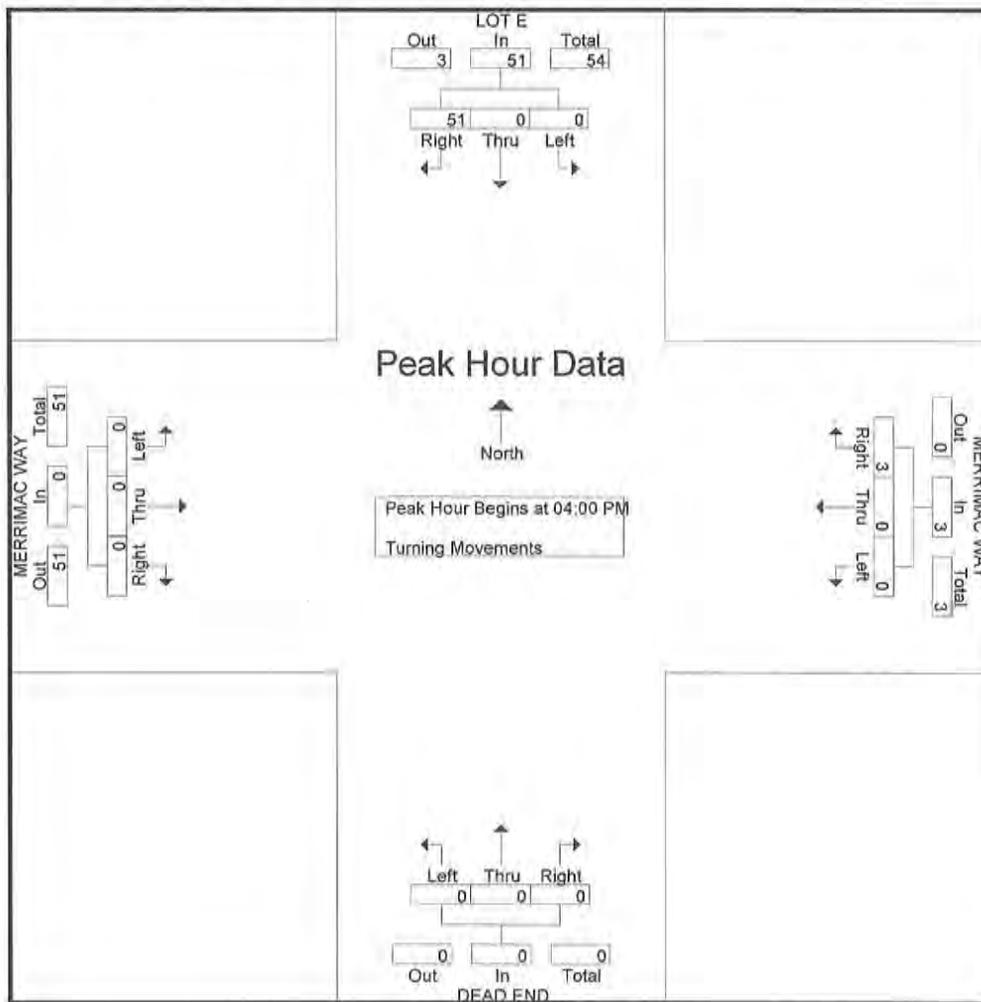
Start Time	LOT E Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	7	0	0	7	2	0	0	2	0	0	0	0	0	0	0	0	0	9
08:15 AM	5	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	6
08:30 AM	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	4
08:45 AM	4	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	5
Total Volume	18	0	0	18	6	0	0	6	0	0	0	0	0	0	0	0	0	24
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0			
PHF	.643	.000	.000	.643	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667



City: COSTA MESA
 N-S Direction: LOT E
 E-W Direction: MERRIMAC WAY

File Name : h1311030
 Site Code : 00003872
 Start Date : 10/29/2013
 Page No : 3

Start Time	LOT E Southbound				MERRIMAC WAY Westbound				DEAD END Northbound				MERRIMAC WAY Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	19	0	0	19	1	0	0	1	0	0	0	0	0	0	0	0	0	20
04:15 PM	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	9	0	0	9	1	0	0	1	0	0	0	0	0	0	0	0	0	10
04:45 PM	13	0	0	13	1	0	0	1	0	0	0	0	0	0	0	0	0	14
Total Volume	51	0	0	51	3	0	0	3	0	0	0	0	0	0	0	0	0	54
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0			
PHF	.671	.000	.000	.671	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.675



APPENDIX A-1

**EXISTING ORANGE COAST COLLEGE
TRIP GENERATION SUMMARY**

TABLE A
EXISTING TRIP GENERATION SUMMARY
Orange Coast College, Costa Mesa

Location	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Pinecreek Drive/S Street at Adams Avenue	14,795	836	45	881	525	423	948
Fairview Road at Monitor Way	2,646	304	33	337	225	216	441
Fairview Road at Pirate Way/Mustang Way	3,378	357	121	478	300	263	563
Fairview Road at Arlington Drive	1,626	138	21	159	163	108	271
Lot C at Merrimac Way	942	55	27	82	66	91	157
Lot D at Merrimac Way (Full Access)	822	103	15	118	83	54	137
Lot D at Merrimac Way (Right-In/Right-Out)	570	83	9	92	57	38	95
Lot D at Merrimac Way (Right-In/Right-Out)	642	110	58	168	46	61	107
Lot E at Merrimac Way (Full Access)	90	82	18	100	3	12	15
Lot E at Merrimac Way (Right-In/Right-Out)	366	63	3	66	44	17	61
Lot E at Merrimac Way (Full Access)	1,002	153	11	164	111	56	167
Lot E at Merrimac Way (Right-In/Right-Out)	324	6	18	24	3	51	54
Total	27,203	2,290	379	2,669	1,626	1,390	3,016
Trip Rate Based On 21,410 Students	1.271	0.107	0.018	0.125	0.076	0.065	0.141
21,410 Students To 28,332 Students (Increase of 6,922 Students)	8,798	741	124	865	526	450	976

APPENDIX A-II

RECYCLING CENTER COUNTS/OBSERVATIONS

TABLE B
RECYCLING CENTER OBSERVATIONS
Orange Coast College, Costa Mesa

Time	Enter	Exit	Total
8:00 AM - 9:00 AM (AM Peak Hour)	5	5	10
9:00 AM - 10:00 AM	25	23	48
10:00 AM - 11:00 AM	23	25	48
11:00 AM - 12:00 PM	46	43	89
12:00 PM - 1:00 PM	34	37	71
1:00 PM - 2:00 PM	28	24	52
2:00 PM - 3:00 PM	25	29	54
3:00 PM - 4:00 PM	31	31	62
4:00 PM - 5:00 PM (PM Peak Hour)	30	30	60
Total	247	247	494

APPENDIX B

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX B-1

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

AM Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #1 Harbor Boulevard at Gisler Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name: Harbor Boulevard Gisler Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 49 1835 2 83 1702 112 574 38 51 30 21 125
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 1835 2 83 1702 112 574 38 51 30 21 125
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 1835 2 83 1702 112 574 38 51 30 21 125
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 49 1835 2 83 1702 112 574 38 51 30 21 125
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 1835 2 83 1702 112 574 38 51 30 21 125
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 49 1835 2 83 1702 112 574 38 51 30 21 125

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 4.99 0.01 1.00 3.75 0.25 2.00 0.43 0.57 1.00 1.00 1.00
Final Sat.: 1600 7991 9 1600 6005 395 3200 683 917 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.23 0.23 0.05 0.28 0.28 0.18 0.06 0.06 0.02 0.01 0.08
Crit Moves: **** **** **** ****

AM Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #1 Harbor Boulevard at Gisler Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Gisler Avenue with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, and other capacity metrics.

PM Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #1 Harbor Boulevard at Gisler Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 81 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Gisler Avenue with North, South, East, and West bound movements.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #1 Harbor Boulevard at Gisler Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: C

Street Name:	Harbor Boulevard						Gisler Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	1	0	3	2	0	0	1	0	1

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Volume Module:

Base Vol:	117	2283	43	92	2556	393	167	73	93	111	79	241
Growth Adj:	1.00	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	2283	43	92	2556	393	167	73	93	111	79	241
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:	117	2283	43	92	2556	393	167	73	93	111	79	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2283	43	92	2556	393	167	73	93	111	79	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2283	43	92	2556	393	167	73	93	111	79	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	2283	43	92	2556	393	167	73	93	111	79	241

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.91	0.09	1.00	3.47	0.53	2.00	0.44	0.56	1.00	1.00	1.00
Final Sat.:	1600	7852	148	1600	5547	853	3200	704	896	1600	1600	1600

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Capacity Analysis Module:

Vol/Sat:	0.07	0.29	0.29	0.06	0.46	0.46	0.05	0.10	0.10	0.07	0.05	0.15
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with columns for Street Name (Harbor Boulevard, Baker Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name: Harbor Boulevard Baker Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	47	1662	242	192	1583	148	227	208	55	176	177	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1662	242	192	1583	148	227	208	55	176	177	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1662	242	192	1583	148	227	208	55	176	177	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1662	242	192	1583	148	227	208	55	176	177	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1662	242	192	1583	148	227	208	55	176	177	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	1662	242	192	1583	148	227	208	55	176	177	140
OvlAdjVol:			154			35						

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.58	0.42	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	2531	669	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.26	0.15	0.06	0.25	0.09	0.07	0.08	0.08	0.06	0.06	0.09
OvlAdjV/S:			0.10			0.02						
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Table with columns for Street Name (Harbor Boulevard, Baker Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 71 Level Of Service: B

Street Name: Harbor Boulevard Baker Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	155	1971	248	206	2191	286	196	161	59	508	592	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	1971	248	206	2191	286	196	161	59	508	592	361
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:	155	1971	248	206	2191	286	196	161	59	508	592	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:	155	1971	248	206	2191	286	196	161	59	508	592	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1971	248	206	2191	286	196	161	59	508	592	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:	155	1971	248	206	2191	286	196	161	59	508	592	361
OvlAdjVol:			0			188						

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.00	2.00	4.00	1.00	2.00	1.46	0.54	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	2342	858	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.31	0.16	0.06	0.34	0.18	0.06	0.07	0.07	0.16	0.19	0.23
OvlAdjV/S:			0.00			0.12						
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Table with columns for Street Name (Harbor Boulevard, Adams Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

AM Existing
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Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for Harbor Boulevard and Adams Avenue.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Table with columns for Street Name (Harbor Boulevard, Adams Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Adams Avenue with North, South, East, and West bound movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each movement.

Capacity Analysis Module table showing Vol/Sat, OvlAdjV/S, and Crit Moves for each movement.

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Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for Harbor Boulevard and Adams Avenue.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, OvlAdjV/S, Crit Moves.

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Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 117 Level Of Service: D

Street Name:	Harbor Boulevard						Adams Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

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

Volume Module:

Base Vol:	468	1745	113	277	1696	761	342	719	144	176	1250	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	468	1745	113	277	1696	761	342	719	144	176	1250	294
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:	468	1745	113	277	1696	761	342	719	144	176	1250	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	468	1745	113	277	1696	761	342	719	144	176	1250	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	1745	113	277	1696	761	342	719	144	176	1250	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	468	1745	113	277	1696	761	342	719	144	176	1250	294
OvlAdjVol:	533											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	4.00	2.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4508	292	3200	6400	3200	4800	4800	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.39	0.39	0.09	0.27	0.24	0.07	0.15	0.09	0.06	0.26	0.18
OvlAdjV/S:	0.17											
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Harbor Boulevard Merrimac Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	33	1048	53	230	1296	29	69	23	19	27	15	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1048	53	230	1296	29	69	23	19	27	15	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1048	53	230	1296	29	69	23	19	27	15	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1048	53	230	1296	29	69	23	19	27	15	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1048	53	230	1296	29	69	23	19	27	15	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1048	53	230	1296	29	69	23	19	27	15	61

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	2.00	2.93	0.07	1.00	0.55	0.45	1.00	0.39	1.61
Final Sat.:	1600	4569	231	3200	4695	105	1600	876	724	1600	632	2568

Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.23	0.07	0.28	0.28	0.04	0.03	0.03	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

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Level of Service Computation Report

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

Intersection #4 Harbor Boulevard at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Harbor Boulevard Merrimac Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 33 1082 68 337 1305 29 69 23 19 30 15 81
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 33 1082 68 337 1305 29 69 23 19 30 15 81
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 1082 68 337 1305 29 69 23 19 30 15 81
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 33 1082 68 337 1305 29 69 23 19 30 15 81
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 1082 68 337 1305 29 69 23 19 30 15 81
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 33 1082 68 337 1305 29 69 23 19 30 15 81

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 2.00 2.93 0.07 1.00 0.55 0.45 1.00 0.31 1.69
Final Sat.: 1600 4516 284 3200 4696 104 1600 876 724 1600 500 2700

Capacity Analysis Module:

Vol/Sat: 0.02 0.24 0.24 0.11 0.28 0.28 0.04 0.03 0.03 0.02 0.03 0.03
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

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

Volume Module:

Base Vol:	38	1880	85	236	1630	49	69	16	31	86	39	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1880	85	236	1630	49	69	16	31	86	39	271
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:	38	1880	85	236	1630	49	69	16	31	86	39	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1880	85	236	1630	49	69	16	31	86	39	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1880	85	236	1630	49	69	16	31	86	39	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1880	85	236	1630	49	69	16	31	86	39	271

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	2.00	2.91	0.09	1.00	0.34	0.66	1.00	0.25	1.75
Final Sat.:	1600	4592	208	3200	4660	140	1600	545	1055	1600	403	2797

Capacity Analysis Module:

Vol/Sat:	0.02	0.41	0.41	0.07	0.35	0.35	0.04	0.03	0.03	0.05	0.10	0.10
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

Street Name: Harbor Boulevard Merrimac Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	38	1911	95	310	1660	50	70	16	31	100	39	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1911	95	310	1660	50	70	16	31	100	39	357
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:	38	1911	95	310	1660	50	70	16	31	100	39	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1911	95	310	1660	50	70	16	31	100	39	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1911	95	310	1660	50	70	16	31	100	39	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	1911	95	310	1660	50	70	16	31	100	39	357

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	2.00	2.91	0.09	1.00	0.34	0.66	1.00	0.20	1.80
Final Sat.:	1600	4573	227	3200	4660	140	1600	545	1055	1600	315	2885

Capacity Analysis Module:

Vol/Sat:	0.02	0.42	0.42	0.10	0.36	0.36	0.04	0.03	0.03	0.06	0.12	0.12
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Harbor Boulevard Fair Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 28 939 248 206 1063 53 31 35 33 129 59 178
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 939 248 206 1063 53 31 35 33 129 59 178
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: 28 939 248 206 1063 53 31 35 33 129 59 178
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 939 248 206 1063 53 31 35 33 129 59 178
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 939 248 206 1063 53 31 35 33 129 59 178
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 939 248 206 1063 53 31 35 33 129 59 178

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 2.00 2.86 0.14 1.00 1.00 1.00 2.00 0.50 1.50
Final Sat.: 1600 4800 1600 3200 4572 228 1600 1600 1600 3200 797 2403

Capacity Analysis Module:

Vol/Sat: 0.02 0.20 0.16 0.06 0.23 0.23 0.02 0.02 0.02 0.04 0.07 0.07
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Fair Drive with various movement types (L, T, R) and control settings (Protected, Split Phase).

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movement types.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat. for various movement types.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, and other performance metrics.

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Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Fair Drive

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and Fair Drive with North, South, East, and West bound movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume across various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for different approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves for different approaches.

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Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Fair Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: A

Street Name:	Harbor Boulevard						Fair Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	22	1517	228	180	1618	26	33	38	37	401	27	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1517	228	180	1618	26	33	38	37	401	27	481
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:	22	1517	228	180	1618	26	33	38	37	401	27	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1517	228	180	1618	26	33	38	37	401	27	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1517	228	180	1618	26	33	38	37	401	27	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1517	228	180	1618	26	33	38	37	401	27	481

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.95	0.05	1.00	1.00	1.00	2.00	0.11	1.89
Final Sat.:	1600	4800	1600	3200	4724	76	1600	1600	1600	3200	170	3030

Capacity Analysis Module:

Vol/Sat:	0.01	0.32	0.14	0.06	0.34	0.34	0.02	0.02	0.02	0.13	0.16	0.16
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Pinecreek Drive						Adams Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	1	0	1	0	3	0	1	1

Volume Module:

Base Vol:	15	3	27	61	10	45	28	1350	740	86	504	54
Growth Adj:	1.00	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	3	27	61	10	45	28	1350	740	86	504	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:	15	3	27	61	10	45	28	1350	740	86	504	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	15	3	27	61	10	45	28	1350	0	86	504	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	3	27	61	10	45	28	1350	0	86	504	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	15	3	27	61	10	45	28	1350	0	86	504	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:	1.67	0.33	1.00	0.86	0.14	1.00	1.00	3.00	1.00	2.00	1.81	0.19
Final Sat.:	2667	533	1600	1375	225	1600	1600	4800	1600	3200	2890	310

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.02	0.04	0.04	0.03	0.02	0.28	0.00	0.03	0.17	0.17
Crit Moves:			****			****		****			****	

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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Pinecreek Drive and Adams Avenue with various traffic configurations.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, and performance metrics.

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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Table with columns for Street Name (Pinecreek Drive, Adams Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors such as Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors such as Vol/Sat and Crit Moves.

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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name: Pinecreek Drive Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 393 30 263 62 25 90 71 831 475 333 1261 169
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 393 30 263 62 25 90 71 831 475 333 1261 169
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 393 30 263 62 25 90 71 831 475 333 1261 169
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 393 30 263 62 25 90 71 831 0 333 1261 169
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 393 30 263 62 25 90 71 831 0 333 1261 169
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 393 30 263 62 25 90 71 831 0 333 1261 169

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.86 0.14 1.00 0.71 0.29 1.00 1.00 3.00 1.00 2.00 1.76 0.24
Final Sat.: 2973 227 1600 1140 460 1600 1600 4800 1600 3200 2822 378

Capacity Analysis Module:

Vol/Sat: 0.13 0.13 0.16 0.05 0.05 0.06 0.04 0.17 0.00 0.10 0.45 0.45
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Fairview Road I-405 NB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 0 0 0 6 0 1 0 0 0 0 0 2 0 0 0 2

Volume Module:

Base Vol: 225 741 0 0 1351 354 0 0 0 778 0 946
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 225 741 0 0 1351 354 0 0 0 778 0 946
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: 225 741 0 0 1351 354 0 0 0 778 0 946
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 225 741 0 0 1351 354 0 0 0 778 0 946
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 225 741 0 0 1351 354 0 0 0 778 0 946
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 225 741 0 0 1351 354 0 0 0 778 0 946

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 0.00 0.00 6.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 1600 4800 0 0 9600 1600 0 0 0 3200 0 3200

Capacity Analysis Module:

Vol/Sat: 0.14 0.15 0.00 0.00 0.14 0.22 0.00 0.00 0.00 0.24 0.00 0.30
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Fairview Road						I-405 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	6	0	0	0	2	0	0

Volume Module:

Base Vol:	241	757	0	0	1422	354	0	0	0	999	0	946
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	757	0	0	1422	354	0	0	0	999	0	946
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:	241	757	0	0	1422	354	0	0	0	999	0	946
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	757	0	0	1422	354	0	0	0	999	0	946
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	757	0	0	1422	354	0	0	0	999	0	946
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	757	0	0	1422	354	0	0	0	999	0	946

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	0.00	6.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	4800	0	0	9600	1600	0	0	0	3200	0	3200

Capacity Analysis Module:

Vol/Sat:	0.15	0.16	0.00	0.00	0.15	0.22	0.00	0.00	0.00	0.31	0.00	0.30
Crit Moves:	****					****				****		

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Level Of Service Computation Report

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include North Bound, South Bound, East Bound, West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:		Fairview Road						I-405 NB Ramps													
Approach:		North Bound			South Bound			East Bound			West Bound										
Movement:		L	T	R	L	T	R	L	T	R	L	T	R								
Control:		Protected			Permitted			Split Phase			Split Phase										
Rights:		Include			Include			Include			Include										
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:		1	0	3	0	0	0	0	6	0	1	0	0	0	0	0	2	0	0	0	2

Volume Module:

Base Vol:	277	1262	0	0	1685	326	0	0	0	1032	0	1123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1262	0	0	1685	326	0	0	0	1032	0	1123
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:	277	1262	0	0	1685	326	0	0	0	1032	0	1123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	1262	0	0	1685	326	0	0	0	1032	0	1123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1262	0	0	1685	326	0	0	0	1032	0	1123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	1262	0	0	1685	326	0	0	0	1032	0	1123

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	0.00	6.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	4800	0	0	9600	1600	0	0	0	3200	0	3200

Capacity Analysis Module:

Vol/Sat:	0.17	0.26	0.00	0.00	0.18	0.20	0.00	0.00	0.00	0.32	0.00	0.35
Crit Moves:	****					****						****

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Level Of Service Computation Report

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Table with columns for Street Name (Fairview Road), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat and Crit Moves.

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Level Of Service Computation Report

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Table with columns for Street Name (Fairview Road, I-405 SB Ramps), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for different approaches.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for different approaches.

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Level Of Service Computation Report

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Fairview Road I-405 SB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 937 524 1048 1427 0 462 0 404 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 937 524 1048 1427 0 462 0 404 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 937 524 1048 1427 0 462 0 404 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 937 524 1048 1427 0 462 0 404 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 937 524 1048 1427 0 462 0 404 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 937 524 1048 1427 0 462 0 404 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.21 1.79 3.00 3.00 0.00 2.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 0 5131 2869 4800 4800 0 3200 0 3200 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.18 0.18 0.22 0.30 0.00 0.14 0.00 0.13 0.00 0.00 0.00
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Street Name: Fairview Road I-405 SB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	1058	692	1048	1648	0	462	0	467	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1058	692	1048	1648	0	462	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:	0	1058	692	1048	1648	0	462	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:	0	1058	692	1048	1648	0	462	0	467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1058	692	1048	1648	0	462	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:	0	1058	692	1048	1648	0	462	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:	0.00	3.02	1.98	3.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4837	3163	4800	4800	0	3200	0	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.22	0.34	0.00	0.14	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

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Level Of Service Computation Report

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

Intersection #9 Fairview Road at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Table with columns for Street Name (Fairview Road, Baker Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

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

Intersection #9 Fairview Road at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name: Fairview Road Baker Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 132 1260 634 178 1595 235 230 463 139 336 315 136
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 132 1260 634 178 1595 235 230 463 139 336 315 136
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 132 1260 634 178 1595 235 230 463 139 336 315 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 132 1260 634 178 1595 235 230 463 139 336 315 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 1260 634 178 1595 235 230 463 139 336 315 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 132 1260 634 178 1595 235 230 463 139 336 315 136
OvlAdjVol: 466

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 4.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00
Final Sat.: 3200 4800 1600 3200 6400 1600 3200 3200 1600 3200 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.26 0.40 0.06 0.25 0.15 0.07 0.14 0.09 0.11 0.07 0.09
OvlAdjV/S: 0.29
Crit Moves: **** * 0.09 **** * 0.09

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Level Of Service Computation Report

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

Intersection #9 Fairview Road at Baker Street

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

Street Name: Fairview Road Baker Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 158 975 280 220 1325 293 263 396 187 610 979 179
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 158 975 280 220 1325 293 263 396 187 610 979 179
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: 158 975 280 220 1325 293 263 396 187 610 979 179
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 158 975 280 220 1325 293 263 396 187 610 979 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 975 280 220 1325 293 263 396 187 610 979 179
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 158 975 280 220 1325 293 263 396 187 610 979 179
OvlAdjVol: 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 4.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00
Final Sat.: 3200 4800 1600 3200 6400 1600 3200 3200 1600 3200 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.20 0.17 0.07 0.21 0.18 0.08 0.12 0.12 0.19 0.20 0.11
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #9 Fairview Road at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Street Name: Fairview Road Baker Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 158 1266 335 220 1609 293 263 396 187 657 979 179
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 158 1266 335 220 1609 293 263 396 187 657 979 179
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: 158 1266 335 220 1609 293 263 396 187 657 979 179
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 158 1266 335 220 1609 293 263 396 187 657 979 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 1266 335 220 1609 293 263 396 187 657 979 179
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 158 1266 335 220 1609 293 263 396 187 657 979 179
OvlAdjVol: 6

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 4.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00
Final Sat.: 3200 4800 1600 3200 6400 1600 3200 3200 1600 3200 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.26 0.21 0.07 0.25 0.18 0.08 0.12 0.12 0.21 0.20 0.11
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: B

Street Name: Fairview Road Adams Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	111	670	109	50	1117	498	1104	93	219	81	91	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	670	109	50	1117	498	1104	93	219	81	91	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	670	109	50	1117	498	1104	93	219	81	91	92
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	670	109	50	1117	0	1104	93	219	81	91	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	670	109	50	1117	0	1104	93	219	81	91	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	670	109	50	1117	0	1104	93	219	81	91	92

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.58	0.42	1.00	3.00	1.00	2.00	1.00	1.00	0.94	1.06	1.00
Final Sat.:	3200	4128	672	1600	4800	1600	3200	1600	1600	1507	1693	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.16	0.03	0.23	0.00	0.34	0.06	0.14	0.05	0.05	0.06
Crit Moves:	****			****			****					****

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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Street Name: Fairview Road Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 122 716 110 50 1363 691 1146 93 240 84 91 92
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 122 716 110 50 1363 691 1146 93 240 84 91 92
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 122 716 110 50 1363 691 1146 93 240 84 91 92
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 122 716 110 50 1363 0 1146 93 240 84 91 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 122 716 110 50 1363 0 1146 93 240 84 91 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 122 716 110 50 1363 0 1146 93 240 84 91 92

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.60 0.40 1.00 3.00 1.00 2.00 1.00 1.00 0.96 1.04 1.00
Final Sat.: 3200 4161 639 1600 4800 1600 3200 1600 1600 1536 1664 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.17 0.17 0.03 0.28 0.00 0.36 0.06 0.15 0.05 0.05 0.06
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Street Name: Fairview Road Adams Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 493 990 48 101 1126 1057 652 134 198 60 136 72
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 493 990 48 101 1126 1057 652 134 198 60 136 72
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 493 990 48 101 1126 1057 652 134 198 60 136 72
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 493 990 48 101 1126 0 652 134 198 60 136 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 493 990 48 101 1126 0 652 134 198 60 136 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 493 990 48 101 1126 0 652 134 198 60 136 72

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.86 0.14 1.00 3.00 1.00 2.00 1.00 1.00 0.61 1.39 1.00
Final Sat.: 3200 4578 222 1600 4800 1600 3200 1600 1600 980 2220 1600

Capacity Analysis Module:

Vol/Sat: 0.15 0.22 0.22 0.06 0.23 0.00 0.20 0.08 0.12 0.06 0.06 0.05
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 91 Level Of Service: C

Street Name:	Fairview Road						Adams Avenue													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

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

Volume Module:

Base Vol:	529	1183	52	101	1295	1218	804	135	229	62	137	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	529	1183	52	101	1295	1218	804	135	229	62	137	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	529	1183	52	101	1295	1218	804	135	229	62	137	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	529	1183	52	101	1295	0	804	135	229	62	137	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	529	1183	52	101	1295	0	804	135	229	62	137	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	529	1183	52	101	1295	0	804	135	229	62	137	72

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.87	0.13	1.00	3.00	1.00	2.00	1.00	1.00	0.62	1.38	1.00
Final Sat.:	3200	4598	202	1600	4800	1600	3200	1600	1600	997	2203	1600

Capacity Analysis Module:

Vol/Sat:	0.17	0.26	0.26	0.06	0.27	0.00	0.25	0.08	0.14	0.06	0.06	0.05
Crit Moves:	****				****		****			****		

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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Fairview Road Monitor Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

Volume Module:

Base Vol: 61 848 2 70 1226 240 23 4 6 23 3 54

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 61 848 2 70 1226 240 23 4 6 23 3 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: 61 848 2 70 1226 240 23 4 6 23 3 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: 61 848 2 70 1226 240 23 4 6 23 3 54

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 61 848 2 70 1226 240 23 4 6 23 3 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: 61 848 2 70 1226 240 23 4 6 23 3 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 2.99 0.01 1.00 3.00 1.00 0.85 0.15 1.00 0.88 0.12 1.00

Final Sat.: 1600 4789 11 1600 4800 1600 1363 237 1600 1415 185 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.18 0.18 0.04 0.26 0.15 0.01 0.02 0.00 0.01 0.02 0.03

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Table with columns for Street Name (Fairview Road, Monitor Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, and other performance metrics.

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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 34 Level Of Service: A

Street Name: Fairview Road Monitor Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

Volume Module:

Base Vol: 60 1335 10 76 1154 165 165 0 51 11 0 46

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 60 1335 10 76 1154 165 165 0 51 11 0 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: 60 1335 10 76 1154 165 165 0 51 11 0 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: 60 1335 10 76 1154 165 165 0 51 11 0 46

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 60 1335 10 76 1154 165 165 0 51 11 0 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: 60 1335 10 76 1154 165 165 0 51 11 0 46

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.98 0.02 1.00 3.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00

Final Sat.: 1600 4764 36 1600 4800 1600 1600 0 1600 1600 0 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.28 0.28 0.05 0.24 0.10 0.10 0.00 0.03 0.01 0.00 0.03

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Table with columns for Street Name (Fairview Road, Monitor Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

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Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

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Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

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Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name: Fairview Road Pirate Way/Mustang Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	71	744	54	92	750	285	71	14	36	146	1	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	744	54	92	750	285	71	14	36	146	1	62
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:	71	744	54	92	750	285	71	14	36	146	1	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	744	54	92	750	285	71	14	36	146	1	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	744	54	92	750	285	71	14	36	146	1	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	744	54	92	750	285	71	14	36	146	1	62

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	3.00	1.00	0.84	0.16	1.00	0.70	0.01	0.29
Final Sat.:	1600	4475	325	1600	4800	1600	1336	264	1600	1118	8	475

Capacity Analysis Module:

Vol/Sat:	0.04	0.17	0.17	0.06	0.16	0.18	0.04	0.05	0.02	0.09	0.13	0.13
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Fairview Road Pirate Way/Mustang Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 145 844 54 92 884 315 76 14 48 146 1 62
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 145 844 54 92 884 315 76 14 48 146 1 62
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: 145 844 54 92 884 315 76 14 48 146 1 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 844 54 92 884 315 76 14 48 146 1 62
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 844 54 92 884 315 76 14 48 146 1 62
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 145 844 54 92 884 315 76 14 48 146 1 62

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 3.00 1.00 0.84 0.16 1.00 0.70 0.01 0.29
Final Sat.: 1600 4511 289 1600 4800 1600 1351 249 1600 1118 8 475

Capacity Analysis Module:

Vol/Sat: 0.09 0.19 0.19 0.06 0.18 0.20 0.05 0.06 0.03 0.09 0.13 0.13
Crit Moves: **** **** **** ****

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2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Fairview Road and Pirate Way/Mustang Way with North, South, East, and West bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat..

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Fairview Road						Pirate Way/Mustang Way					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	3	0	1	0	0	0	1

Volume Module:

Base Vol:	134	1394	0	12	1097	240	213	0	113	15	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1394	0	12	1097	240	213	0	113	15	0	18
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:	134	1394	0	12	1097	240	213	0	113	15	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1394	0	12	1097	240	213	0	113	15	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1394	0	12	1097	240	213	0	113	15	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1394	0	12	1097	240	213	0	113	15	0	18

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.45	0.00	0.55
Final Sat.:	1600	4800	0	1600	4800	1600	1600	0	1600	727	0	873

Capacity Analysis Module:

Vol/Sat:	0.08	0.29	0.00	0.01	0.23	0.15	0.13	0.00	0.07	0.01	0.00	0.02
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Fairview Road Arlington Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 53 734 207 100 718 78 13 0 8 59 7 151
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 53 734 207 100 718 78 13 0 8 59 7 151
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: 53 734 207 100 718 78 13 0 8 59 7 151
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 53 734 207 100 718 78 13 0 8 59 7 151
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 53 734 207 100 718 78 13 0 8 59 7 151
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 53 734 207 100 718 78 13 0 8 59 7 151

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.00 1.00 1.00 1.79 0.21 1.00
Final Sat.: 3200 4800 1600 3200 4800 1600 1600 1600 1600 2861 339 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.15 0.13 0.03 0.15 0.05 0.01 0.00 0.01 0.02 0.02 0.09
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Fairview Road and Arlington Drive with various traffic movements and lane configurations.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat. for different movements.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat and Crit Moves for different movements.

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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 32 Level Of Service: A

Street Name: Fairview Road Arlington Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:

Base Vol: 61 969 114 70 870 85 67 3 38 110 17 250

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 61 969 114 70 870 85 67 3 38 110 17 250

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: 61 969 114 70 870 85 67 3 38 110 17 250

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: 61 969 114 70 870 85 67 3 38 110 17 250

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 61 969 114 70 870 85 67 3 38 110 17 250

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: 61 969 114 70 870 85 67 3 38 110 17 250

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.00 1.00 1.00 1.73 0.27 1.00

Final Sat.: 3200 4800 1600 3200 4800 1600 1600 1600 1600 2772 428 1600

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Capacity Analysis Module:

Vol/Sat: 0.02 0.20 0.07 0.02 0.18 0.05 0.04 0.00 0.02 0.04 0.04 0.16

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Street Name: Fairview Road Arlington Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	87	1114	114	70	997	145	169	3	66	110	17	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1114	114	70	997	145	169	3	66	110	17	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:	87	1114	114	70	997	145	169	3	66	110	17	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:	87	1114	114	70	997	145	169	3	66	110	17	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1114	114	70	997	145	169	3	66	110	17	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
Final Volume:	87	1114	114	70	997	145	169	3	66	110	17	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:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.73	0.27	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	2772	428	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.23	0.07	0.02	0.21	0.09	0.11	0.00	0.04	0.04	0.04	0.16
Crit Moves:	****			****			****					****

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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.236
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Fairview Road Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 162 949 0 0 608 166 88 0 62 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: 162 949 0 0 608 166 88 0 62 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: 162 949 0 0 608 166 88 0 62 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: 162 949 0 0 608 166 88 0 62 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 162 949 0 0 608 166 88 0 62 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: 162 949 0 0 608 166 88 0 62 0 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.05 0.20 0.00 0.00 0.13 0.10 0.03 0.00 0.04 0.00 0.00 0.00
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with columns for Street Name (Fairview Road, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, and asterisks indicating values.

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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Fairview Road Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Table with 4 columns: Control, Rights, Min. Green, Y+R, Lanes. Rows include Protected, Permitted, and lane counts for each approach.

Volume Module:

Table with 13 columns representing volume and adjustment factors for each approach.

Saturation Flow Module:

Table with 13 columns representing saturation flow and lane counts.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics.

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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.352
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Street Name: Fairview Road Merrimac Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	247	1096	3	0	863	306	215	1	133	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:	247	1096	3	0	863	306	215	1	133	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:	247	1096	3	0	863	306	215	1	133	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:	247	1096	3	0	863	306	215	1	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1096	3	0	863	306	215	1	133	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:	247	1096	3	0	863	306	215	1	133	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.99	0.01	1.00	1.00	1.00	0.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3185	15	1600	1600	1600	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.23	0.00	0.00	0.18	0.19	0.07	0.07	0.08	0.00	0.00	0.00
Crit Moves:	****					****			****			

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Level Of Service Computation Report

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

Intersection #15 Fairview Road at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: A

Street Name: Fairview Road Fair Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:

Base Vol: 35 484 143 249 404 138 164 578 33 16 240 336

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 35 484 143 249 404 138 164 578 33 16 240 336

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: 35 484 143 249 404 138 164 578 33 16 240 336

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 35 484 143 249 404 138 164 578 33 16 240 336

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 35 484 143 249 404 138 164 578 33 16 240 336

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 35 484 143 249 404 138 164 578 33 16 240 336

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

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 1.00 1.00 1.25 1.75

Final Sat.: 1600 4800 1600 3200 4800 1600 1600 3200 1600 1600 2000 2800

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

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.09 0.08 0.08 0.09 0.10 0.18 0.02 0.01 0.12 0.12

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #15 Fairview Road at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with columns for Street Name (Fairview Road, Fair Drive), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

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

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

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

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

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

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #15 Fairview Road at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 47 Level Of Service: A

Street Name: Fairview Road Fair Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

Volume Module:

Base Vol: 51 475 43 232 470 83 100 278 32 85 839 529

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 51 475 43 232 470 83 100 278 32 85 839 529

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: 51 475 43 232 470 83 100 278 32 85 839 529

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 51 475 43 232 470 83 100 278 32 85 839 529

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 51 475 43 232 470 83 100 278 32 85 839 529

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 51 475 43 232 470 83 100 278 32 85 839 529

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 1.00 1.00 1.84 1.16

Final Sat.: 1600 4800 1600 3200 4800 1600 1600 3200 1600 1600 2944 1856

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.03 0.07 0.10 0.05 0.06 0.09 0.02 0.05 0.28 0.29

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #15 Fairview Road at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

Street Name:	Fairview Road						Fair Drive					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	51	517	43	307	518	88	103	278	32	85	839	606
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	517	43	307	518	88	103	278	32	85	839	606
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:	51	517	43	307	518	88	103	278	32	85	839	606
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	517	43	307	518	88	103	278	32	85	839	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	517	43	307	518	88	103	278	32	85	839	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	517	43	307	518	88	103	278	32	85	839	606

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.74	1.26
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	3200	1600	1600	2787	2013

Capacity Analysis Module:

Vol/Sat:	0.03	0.11	0.03	0.10	0.11	0.06	0.06	0.09	0.02	0.05	0.30	0.30
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Driveway 1 at Merrimac Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for both Driveway 1 and Merrimac Way.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for different movements.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Driveway 1 at Merrimac Way

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[11.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for both Driveway 1 and Merrimac Way.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume metrics for each approach.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Rows show gap and follow-up time values for each approach.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show capacity-related metrics for each approach.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show level of service and delay metrics.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Driveway 1 at Merrimac Way

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.6]

Street Name: Driveway 1 Merrimac Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 2 0 0 0 0 1 1 0

Volume Module:

Table with 13 columns for traffic movements and 13 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with 13 columns for traffic movements and 2 rows for Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for traffic movements and 4 rows for Capacity metrics including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for traffic movements and 10 rows for Level of Service metrics including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Driveway 1 at Merrimac Way

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[17.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for Driveway 1 and Merrimac Way.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume and adjustment factors.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Rows show gap values and follow-up times for different approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show capacity and volume-to-capacity ratios.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show level of service and delay metrics.

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

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

Intersection #17 Driveway 2 at Merrimac Way

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[12.1]

Table with columns for Street Name (Driveway 2, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and various delay values.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Driveway 2 at Merrimac Way

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.1]

Street Name:	Driveway 2						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	1

Volume Module:												
Base Vol:	0	0	0	8	0	7	70	248	0	0	415	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	7	70	248	0	0	415	33
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	8	0	7	70	248	0	0	415	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	8	0	7	74	261	0	0	437	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	7	74	261	0	0	437	35

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	732	863	236	472	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	361	295	772	1101	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	342	275	772	1101	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.07	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	462	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Driveway 2 at Merrimac Way

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[13.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for both Driveway 2 and Merrimac Way.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for various movements.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Driveway 2 at Merrimac Way

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[15.3]

Street Name:	Driveway 2						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	28	0	26	51	278	0	0	545	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	26	51	278	0	0	545	32
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	28	0	26	51	278	0	0	545	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	29	0	27	54	293	0	0	574	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	29	0	27	54	293	0	0	574	34

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	844	991	304	607	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	306	248	698	981	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	293	235	698	981	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	407	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

AM Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Driveway 3 at Merrimac Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

Table with columns for Street Name (Driveway 3, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Driveway 3 at Merrimac Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Driveway 3 and Merrimac Way with various lane configurations and control types like Stop Sign and Uncontrolled.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module:

Table showing Critical Gap and FollowUpTim values for different approaches.

Capacity Module:

Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for each approach.

Level Of Service Module:

Table showing Level of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Driveway 3 at Merrimac Way

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[10.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and sub-columns for North Bound, South Bound, East Bound, and West Bound.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume, and sub-columns for North Bound, South Bound, East Bound, and West Bound.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and sub-columns for North Bound, South Bound, East Bound, and West Bound.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap., and sub-columns for North Bound, South Bound, East Bound, and West Bound.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and sub-columns for North Bound, South Bound, East Bound, and West Bound.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Driveway 3 at Merrimac Way

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns for Critical Gap Module metrics: Critical Gp, FollowUpTim.

Table with columns for Capacity Module metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns for Level Of Service Module metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Intersection #19 Driveway 4 at Merrimac Way

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Driveway 4 and Merrimac Way with sub-rows for North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume calculations for each approach.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Rows show gap values and follow-up times for different movements.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show capacity values for different movements.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show LOS values and approach details.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Driveway 4 at Merrimac Way

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.7]

Street Name:	Driveway 4					Merrimac Way									
Approach:	North Bound			South Bound		East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign		Uncontrolled			Uncontrolled						
Rights:	Include			Include		Include			Include						
Lanes:	0	0	0	0	0	0	0	0	2	0	0	1	1	1	0

Volume Module:	Driveway 4			South Bound		East Bound			West Bound			
Base Vol:	0	0	0	0	0	58	0	318	0	0	238	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	0	0	0	58	0	318	0	0	238	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	0	0	0	58	0	318	0	0	238	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	61	0	335	0	0	251	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	61	0	335	0	0	251	116

Critical Gap Module:	Driveway 4			South Bound		East Bound			West Bound			
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Driveway 4			South Bound		East Bound			West Bound			
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	183	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	834	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	834	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Driveway 4			South Bound		East Bound			West Bound			
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.7		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*			*		

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Driveway 4 at Merrimac Way

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for both Driveway 4 and Merrimac Way.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume and adjustment factors.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Values include 6.9 and 3.3.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Values include 236, 772, and 0.08.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Values include 0.3, 10.1, and B.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Driveway 4 at Merrimac Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.6]

Street Name:	Driveway 4						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	2	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	61	0	329	0	0	506	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	61	0	329	0	0	506	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:	0	0	0	0	0	61	0	329	0	0	506	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	64	0	346	0	0	533	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	64	0	346	0	0	533	48

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	291	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	712	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	712	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Driveway 5 at Merrimac Way

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.2]

Table with columns for Street Name (Driveway 5, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and various delay values.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Driveway 5 at Merrimac Way

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.5]

Street Name:	Driveway 5						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	1

Volume Module:	Driveway 5			Driveway 5			Merrimac Way			Merrimac Way		
Base Vol:	0	0	0	20	0	2	38	264	0	0	245	66
Growth Adj:	1.00	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	20	0	2	38	264	0	0	245	66
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	20	0	2	38	264	0	0	245	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	2	40	278	0	0	258	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	2	40	278	0	0	258	69

Critical Gap Module:	Driveway 5			Driveway 5			Merrimac Way			Merrimac Way		
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Driveway 5			Driveway 5			Merrimac Way			Merrimac Way		
Cnflct Vol:	xxxx	xxxx	xxxxx	512	651	164	327	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	497	391	858	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	485	378	858	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Driveway 5			Driveway 5			Merrimac Way			Merrimac Way		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	504	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	12.5	xxxxxx									
ApproachLOS:	*	B	*	*	*	*	*	*	*	*	*	

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Driveway 5 at Merrimac Way

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for Driveway 5 and Merrimac Way.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume and adjustment factors.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim. Rows show critical gap and follow-up time values.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show capacity and volume-to-capacity ratios.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show level of service and delay metrics.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Driveway 5 at Merrimac Way

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[15.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Driveway 5 and Merrimac Way with sub-rows for North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Intersection #21 Driveway 6 at Merrimac Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements for Driveway 6 and Merrimac Way.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume and adjustment factors.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Values include 6.9 and 3.3.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Values include 108, 932, 932, and 0.00.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Values include 0.0, 8.9, A, and 8.9.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Driveway 6 at Merrimac Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.0]

Street Name:	Driveway 6						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	4	0	302	0	0	177	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:	0	0	0	0	0	4	0	302	0	0	177	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	4	0	302	0	0	177	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	4	0	318	0	0	186	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	4	0	318	0	0	186	74

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	130	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	902	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	902	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Driveway 6 at Merrimac Way

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.8]

Street Name: Driveway 6 Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

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

Volume Module:

Table with 13 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows include values for North, South, East, and West bound movements.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time metrics. Values are shown for North, South, East, and West bound movements.

Capacity Module:

Table with 13 columns for capacity metrics: Conflict Vol, Potent Cap., Move Cap., Volume/Cap. Values are shown for North, South, East, and West bound movements.

Level Of Service Module:

Table with 13 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, Approach LOS. Values are shown for North, South, East, and West bound movements.

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

PM Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Driveway 6 at Merrimac Way

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.3]

Street Name:	Driveway 6				Merrimac Way				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	0	0	0	0	1	0	0

Volume Module:	North Bound		South Bound		East Bound		West Bound	
Base Vol:	0	0	0	0	0	22	0	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	22	0	317
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	22	0	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	23	0	334
Reduct Vol:	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	23	0	334

Critical Gap Module:	North Bound		South Bound		East Bound		West Bound	
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx

Capacity Module:	North Bound		South Bound		East Bound		West Bound	
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	294	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	709	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	709	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:	North Bound		South Bound		East Bound		West Bound	
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx
LOS by Move:	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.3		xxxxxx		xxxxxx
ApproachLOS:	*			B		*		*

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 7 at Merrimac Way

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.7]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include North Bound, South Bound, East Bound, West Bound for Driveway 7 and Merrimac Way.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows for North, South, East, West.

Critical Gap Module table with columns: Critical Gp, FollowUpTim. Rows for North, South, East, West.

Capacity Module table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows for North, South, East, West.

Level Of Service Module table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows for North, South, East, West.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 7 at Merrimac Way

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and data for Driveway 7 and Merrimac Way.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

PM Existing
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 7 at Merrimac Way

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[13.9]

Table with columns for Street Name (Driveway 7, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 7 at Merrimac Way

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[16.7]

Street Name:	Driveway 7						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	1	0	0	28	0	42	90	227	0	4	425	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	0	28	0	42	90	227	0	4	425	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:	1	0	0	28	0	42	90	227	0	4	425	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	0	29	0	44	95	239	0	4	447	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	0	29	0	44	95	239	0	4	447	38

Critical Gap Module:

Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	661	xxxx	xxxxx	784	903	243	485	xxxx	xxxxx	239	xxxx	xxxxx
Potent Cap.:	352	xxxx	xxxxx	287	279	764	1088	xxxx	xxxxx	1340	xxxx	xxxxx
Move Cap.:	309	xxxx	xxxxx	267	254	764	1088	xxxx	xxxxx	1340	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.11	0.00	0.06	0.09	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	438	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	16.7			14.9			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

AM Existing
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 8 at Merrimac Way

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for both Driveway 8 and Merrimac Way.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across different approaches.

Critical Gap Module table showing Critical Gp and FollowUpTim values for various approaches.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 8 at Merrimac Way

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.8]

Street Name:	Driveway 8					Merrimac Way								
Approach:	North Bound			South Bound		East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Stop Sign			Stop Sign		Uncontrolled			Uncontrolled					
Rights:	Include			Include		Include			Include					
Lanes:	0	0	0	0	0	0	0	0	2	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	19	0	543	0	0	130	13
Growth Adj:	1.00	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	0	0	19	0	543	0	0	130	13
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	0	0	19	0	543	0	0	130	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	20	0	572	0	0	137	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	20	0	572	0	0	137	14

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	977	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	977	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

PM Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 8 at Merrimac Way

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim values for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 8 at Merrimac Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.1]

Street Name: Driveway 8 Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

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

Volume Module:

Table with 13 columns for traffic movements and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module:

Table with 13 columns for traffic movements and rows for Critical Gp, FollowUpTim.

Capacity Module:

Table with 13 columns for traffic movements and rows for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 13 columns for traffic movements and rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

AM Existing
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Recycling Center Driveway No. 1 (Inbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name: Recycling Center Driveway No. 1 (Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 0 0 2 1 0 0 0 2 0 0

Volume Module:

Table with 13 columns for traffic movements and 13 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Critical Gp: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: xxxxx xxxxx
Potent Cap.: xxxxx xxxxx
Move Cap.: xxxxx xxxxx
Volume/Cap: xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx
Control Del: xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx
SharedQueue: xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *

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

AM Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Recycling Center Driveway No. 1 (Inbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name: Recycling Center Driveway No. 1 (Adams Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0

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

Volume Module:

Table with 13 columns and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

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

Critical Gap Module:

Critical Gp: xxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim: xxxxxx xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

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

Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx

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

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * * *

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

PM Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Recycling Center Driveway No. 1 (Inbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name: Recycling Center Driveway No. 1 (Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 0 0 2 1 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 940 30 0 1534 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 940 30 0 1534 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 940 30 0 1534 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 0 0 0 0 0 989 32 0 1615 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 0 0 989 32 0 1615 0

Critical Gap Module:
Critical Gp: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
Control Del: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *

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

PM Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Recycling Center Driveway No. 1 (Inbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name: Recycling Center Driveway No. 1 (Adams Avenue

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

AM Existing
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Recycling Center Driveway No. 2 (Outbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B [12.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume and adjustment factors.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim. Rows show gap values and follow-up times for different movements.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show capacity and volume-related metrics.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show level of service and delay metrics.

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

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2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Recycling Center Driveway No. 2 (Outbound Only) at Adams Avenue

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include details for North Bound, South Bound, East Bound, and West Bound movements.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table showing Critical Gp and FollowUpTim values for different movements.

Capacity Module: Table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Level Of Service Module: Table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Recycling Center Driveway No. 2 (Outbound Only) at Adams Avenue
Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gap and FollowUpTime.

Capacity Module table with columns for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Recycling Center Driveway No. 2 (Outbound Only) at Adams Avenue

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.9]

Street Name: Recycling Center Driveway No. 2 (Adams Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

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

Volume Module:

Base Vol:	0	0	90	0	0	0	0	1095	0	0	1764	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	90	0	0	0	0	1095	0	0	1764	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	90	0	0	0	0	1095	0	0	1764	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	95	0	0	0	0	1153	0	0	1857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	95	0	0	0	0	1153	0	0	1857	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	384	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	620	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	620	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.9			xxxxxx			xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	B			*			*		*		*	

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

AM Existing
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #1 Mesa Verde Drive/Placentia Avenue at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Mesa Verde Drive/Placentia Avenue and Adams Avenue with various traffic control details.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, OvlAdjV/S, and Crit Moves.

AM Existing Plus Project
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #1 Mesa Verde Drive/Placentia Avenue at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Mesa Verde Drive/Placentia Avenue and Adams Avenue with various traffic movements and lane configurations.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, OvlAdjV/S, and Crit Moves.

PM Existing
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #1 Mesa Verde Drive/Placentia Avenue at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #1 Mesa Verde Drive/Placentia Avenue at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Mesa Verde Drive/Placentia Avenue and Adams Avenue with various traffic movements and controls.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, OvlAdjV/S, and Crit Moves.

AM Existing
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Harbor Boulevard South Coast Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Permitted Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 2 0 3 1 1 2 0 4 0 1 1 0 0 1 1 2 0 2 0 1

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Volume Module:

Base Vol: 261 1571 225 91 1847 66 12 35 204 63 148 47

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 261 1571 225 91 1847 66 12 35 204 63 148 47

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 261 1571 225 91 1847 66 12 35 204 63 148 47

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 261 1571 225 91 1847 66 12 35 204 63 148 47

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 261 1571 225 91 1847 66 12 35 204 63 148 47

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 261 1571 225 91 1847 66 12 35 204 63 148 47

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 4.00 1.00 2.00 4.00 1.00 1.00 0.29 1.71 2.00 2.00 1.00

Final Sat.: 3200 6400 1600 3200 6400 1600 1600 469 2731 3200 3200 1600

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Capacity Analysis Module:

Vol/Sat: 0.08 0.25 0.14 0.03 0.29 0.04 0.01 0.07 0.07 0.02 0.05 0.03

Crit Moves: **** **** **** ****

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2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Harbor Boulevard South Coast Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 261 1585 225 91 1903 66 12 35 204 63 148 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 261 1585 225 91 1903 66 12 35 204 63 148 47
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 261 1585 225 91 1903 66 12 35 204 63 148 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 261 1585 225 91 1903 66 12 35 204 63 148 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 261 1585 225 91 1903 66 12 35 204 63 148 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 261 1585 225 91 1903 66 12 35 204 63 148 47

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 1.00 2.00 4.00 1.00 1.00 0.29 1.71 2.00 2.00 1.00
Final Sat.: 3200 6400 1600 3200 6400 1600 1600 469 2731 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.25 0.14 0.03 0.30 0.04 0.01 0.07 0.07 0.02 0.05 0.03
Crit Moves: **** **** **** ****

PM Existing
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name: Harbor Boulevard South Coast Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

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Volume Module:

Base Vol: 395 1868 214 136 1576 108 32 70 354 376 958 239
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 395 1868 214 136 1576 108 32 70 354 376 958 239
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: 395 1868 214 136 1576 108 32 70 354 376 958 239
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 395 1868 214 136 1576 108 32 70 354 376 958 239
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 395 1868 214 136 1576 108 32 70 354 376 958 239
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 395 1868 214 136 1576 108 32 70 354 376 958 239

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 1.00 2.00 4.00 1.00 1.00 0.33 1.67 2.00 2.00 1.00
Final Sat.: 3200 6400 1600 3200 6400 1600 1600 528 2672 3200 3200 1600

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Capacity Analysis Module:

Vol/Sat: 0.12 0.29 0.13 0.04 0.25 0.07 0.02 0.13 0.13 0.12 0.30 0.15
Crit Moves: **** **** ****

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 97 Level Of Service: B

Street Name:	Harbor Boulevard						South Coast Drive													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

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

Volume Module:

Base Vol:	395	1920	214	136	1620	108	32	70	354	376	958	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	1920	214	136	1620	108	32	70	354	376	958	239
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:	395	1920	214	136	1620	108	32	70	354	376	958	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	1920	214	136	1620	108	32	70	354	376	958	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	1920	214	136	1620	108	32	70	354	376	958	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	1920	214	136	1620	108	32	70	354	376	958	239

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.33	1.67	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	1600	528	2672	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.30	0.13	0.04	0.25	0.07	0.02	0.13	0.13	0.12	0.30	0.15
Crit Moves:	****				****						****	

AM Existing
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 NB Ramps with various movement and control settings.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, and other capacity-related metrics.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and I-405 NB Ramps with various traffic signal settings.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Moves for each approach.

PM Existing
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Additional Intersections

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Harbor Boulevard I-405 NB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Split Phase Split Phase
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 4 0 0 0 0 4 0 1 0 0 0 0 0 1 0 0 1 1

Volume Module:

Base Vol: 0 1537 0 0 1585 1035 0 0 0 727 0 951
Growth Adj: 1.00 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 1537 0 0 1585 1035 0 0 0 727 0 951
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 1537 0 0 1585 1035 0 0 0 727 0 951
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1537 0 0 1585 0 0 0 0 727 0 951
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1537 0 0 1585 0 0 0 0 727 0 951
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1537 0 0 1585 0 0 0 0 727 0 951

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 4.00 0.00 0.00 4.00 1.00 0.00 0.00 0.00 1.29 0.01 1.70
Final Sat.: 0 6400 0 0 6400 1600 0 0 0 2080 0 2720

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.00 0.00 0.25 0.00 0.00 0.00 0.00 0.35 0.00 0.35
Crit Moves: **** **** ****

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 2.13.3396.1 Orange Coast College
 Additional Intersections

Level Of Service Computation Report

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

 Intersection #3 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name:	Harbor Boulevard						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	0	4	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1589	0	0	1629	1035	0	0	0	727	0	951
Growth Adj:	1.00	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	1589	0	0	1629	1035	0	0	0	727	0	951
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	1589	0	0	1629	1035	0	0	0	727	0	951
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1589	0	0	1629	0	0	0	0	727	0	951
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1589	0	0	1629	0	0	0	0	727	0	951
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1589	0	0	1629	0	0	0	0	727	0	951

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.29	0.01	1.70
Final Sat.:	0	6400	0	0	6400	1600	0	0	0	2080	0	2720

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Crit Moves:	****			****						****		

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Additional Intersections

Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Harbor Boulevard I-405 SB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Split Phase Split Phase
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 0 0 4 0 0 1 0 1 0 0 0 0 0

Volume Module:
Base Vol: 0 934 472 0 1775 0 283 0 433 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 934 472 0 1775 0 283 0 433 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 934 472 0 1775 0 283 0 433 0 0 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 934 0 0 1775 0 283 0 433 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 934 0 0 1775 0 283 0 433 0 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 934 0 0 1775 0 283 0 433 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 0.00 4.00 0.00 1.19 xxxx 1.81 0.00 0.00 0.00
Final Sat.: 0 4800 1600 0 6400 0 1897 0 2903 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.00 0.00 0.28 0.00 0.15 0.00 0.15 0.00 0.00 0.00
Crit Moves: **** **** ****

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 Additional Intersections

Level Of Service Computation Report

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

 Intersection #4 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Harbor Boulevard						I-405 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	4	1	0	1	0	0	0

Volume Module:

Base Vol:	0	948	494	0	1831	0	283	0	529	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	948	494	0	1831	0	283	0	529	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	948	494	0	1831	0	283	0	529	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	948	0	0	1831	0	283	0	529	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	948	0	0	1831	0	283	0	529	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	948	0	0	1831	0	283	0	529	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	4.00	0.00	1.04	0.01	1.95	0.00	0.00	0.00
Final Sat.:	0	4800	1600	0	6400	0	1673	0	3127	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.00	0.29	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					

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Additional Intersections

Level of Service Computation Report

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

Intersection #4 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with various movement and control settings.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include Harbor Boulevard and I-405 SB Ramps.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Harbor Boulevard and I-405 SB Ramps.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves. Rows include Harbor Boulevard and I-405 SB Ramps.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, and other capacity-related metrics.

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 Additional Intersections

Level Of Service Computation Report

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

 Intersection #5 Harbor Boulevard at Victoria Street

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 71 Level Of Service: B

Street Name:	Harbor Boulevard						Victoria Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	2	0	2	0	1	2

Volume Module:

Base Vol:	54	570	44	129	947	179	282	1298	134	136	631	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	570	44	129	947	179	282	1298	134	136	631	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	570	44	129	947	179	282	1298	134	136	631	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	570	44	129	947	179	282	1298	134	136	631	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	570	44	129	947	179	282	1298	134	136	631	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	570	44	129	947	179	282	1298	134	136	631	116
OvlAdjVol:	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	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.03	0.08	0.20	0.11	0.09	0.41	0.08	0.04	0.20	0.07	
OvlAdjV/S:	0.02												
Crit Moves:	****	****					****	****					

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Additional Intersections

Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Victoria Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Victoria Street with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Victoria Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Table with columns for Street Name (Harbor Boulevard, Victoria Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Victoria Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: D

Street Name: Harbor Boulevard Victoria Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 187 1163 122 102 1226 332 246 532 132 85 1194 112
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 187 1163 122 102 1226 332 246 532 132 85 1194 112
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: 187 1163 122 102 1226 332 246 532 132 85 1194 112
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 187 1163 122 102 1226 332 246 532 132 85 1194 112
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 187 1163 122 102 1226 332 246 532 132 85 1194 112
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 187 1163 122 102 1226 332 246 532 132 85 1194 112
OvlAdjVol: 209

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 2.00 1.00 2.00 2.00 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 3200 1600 3200 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.12 0.24 0.08 0.06 0.26 0.21 0.08 0.17 0.08 0.03 0.37 0.07
OvlAdjV/S: 0.13
Crit Moves: **** **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #6 Fairview Road at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Table with columns for Street Name (Fairview Road, South Coast Drive), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, and other performance metrics.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #6 Fairview Road at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name: Fairview Road South Coast Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 40 1940 62 229 1296 162 274 100 65 12 66 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 1940 62 229 1296 162 274 100 65 12 66 93
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 1940 62 229 1296 162 274 100 65 12 66 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 1940 62 229 1296 162 274 100 65 12 66 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 1940 62 229 1296 162 274 100 65 12 66 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 1940 62 229 1296 162 274 100 65 12 66 93

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 2.67 0.33 1.00 1.82 1.18 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4267 533 1600 2909 1891 3200 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.40 0.04 0.07 0.30 0.30 0.17 0.03 0.03 0.00 0.02 0.06
Crit Moves: **** **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #6 Fairview Road at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name: Fairview Road South Coast Drive

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

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

Volume Module:

Base Vol: 121 1961 366 75 1455 59 77 210 503 299 272 158
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 121 1961 366 75 1455 59 77 210 503 299 272 158
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: 121 1961 366 75 1455 59 77 210 503 299 272 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 121 1961 366 75 1455 59 77 210 503 299 272 158
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 1961 366 75 1455 59 77 210 503 299 272 158
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 121 1961 366 75 1455 59 77 210 503 299 272 158

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 2.88 0.12 1.00 1.00 2.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4613 187 1600 1600 3200 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.41 0.23 0.02 0.32 0.32 0.05 0.13 0.16 0.09 0.09 0.10
Crit Moves: **** **** **** ****

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #6 Fairview Road at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 75 Level Of Service: B

Street Name: Fairview Road South Coast Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	121	2018	366	75	1512	59	77	210	503	299	272	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	2018	366	75	1512	59	77	210	503	299	272	158
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:	121	2018	366	75	1512	59	77	210	503	299	272	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	2018	366	75	1512	59	77	210	503	299	272	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	2018	366	75	1512	59	77	210	503	299	272	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	2018	366	75	1512	59	77	210	503	299	272	158

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.89	0.11	1.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4620	180	1600	1600	3200	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.42	0.23	0.02	0.33	0.33	0.05	0.13	0.16	0.09	0.09	0.10
Crit Moves:	****			****			****			****		

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Additional Intersections

Level Of Service Computation Report

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

Intersection #7 Bear Street at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name: Bear Street Baker Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

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Volume Module:

Base Vol: 58 98 17 176 203 329 324 980 255 22 411 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 58 98 17 176 203 329 324 980 255 22 411 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: 58 98 17 176 203 329 324 980 255 22 411 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: 58 98 17 176 203 329 324 980 255 22 411 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 98 17 176 203 329 324 980 255 22 411 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: 58 98 17 176 203 329 324 980 255 22 411 95
OvlAdjVol: 5

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.85 0.15 2.00 1.00 2.00 2.00 1.59 0.41 1.00 2.44 0.56
Final Sat.: 1600 1363 237 3200 1600 3200 3200 2539 661 1600 3899 901

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Capacity Analysis Module:

Vol/Sat: 0.04 0.07 0.07 0.06 0.13 0.10 0.10 0.39 0.39 0.01 0.11 0.11
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #7 Bear Street at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Table with columns for Street Name (Bear Street, Baker Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #7 Bear Street at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name: Bear Street Baker Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

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Volume Module:

Base Vol: 213 195 26 171 174 588 317 566 129 17 1437 229
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 213 195 26 171 174 588 317 566 129 17 1437 229
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: 213 195 26 171 174 588 317 566 129 17 1437 229
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 213 195 26 171 174 588 317 566 129 17 1437 229
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 213 195 26 171 174 588 317 566 129 17 1437 229
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 213 195 26 171 174 588 317 566 129 17 1437 229
OvlAdjVol: 271

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.88 0.12 2.00 1.00 2.00 2.00 1.63 0.37 1.00 2.59 0.41
Final Sat.: 1600 1412 188 3200 1600 3200 3200 2606 594 1600 4140 660

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Capacity Analysis Module:

Vol/Sat: 0.13 0.14 0.14 0.05 0.11 0.18 0.10 0.22 0.22 0.01 0.35 0.35
OvlAdjV/S: 0.08
Crit Moves: **** **** **** ****

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #7 Bear Street at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 75 Level Of Service: B

Street Name:	Bear Street						Baker Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	213	195	26	171	174	597	329	589	129	17	1456	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	195	26	171	174	597	329	589	129	17	1456	229
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:	213	195	26	171	174	597	329	589	129	17	1456	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	195	26	171	174	597	329	589	129	17	1456	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	195	26	171	174	597	329	589	129	17	1456	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	195	26	171	174	597	329	589	129	17	1456	229
OvlAdjVol:	268											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	2.00	1.00	2.00	2.00	1.64	0.36	1.00	2.59	0.41
Final Sat.:	1600	1412	188	3200	1600	3200	3200	2625	575	1600	4148	652

Capacity Analysis Module:

Vol/Sat:	0.13	0.14	0.14	0.05	0.11	0.19	0.10	0.22	0.22	0.01	0.35	0.35
OvlAdjV/S:	0.08											
Crit Moves:	****	****					****	****				

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Additional Intersections

Level Of Service Computation Report

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

Intersection #8 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound and South Bound for both Newport Boulevard/SR-55 SB Ramps and Fair Drive.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include Newport Boulevard/SR-55 SB Ramps and Fair Drive.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Newport Boulevard/SR-55 SB Ramps and Fair Drive.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves. Rows include Newport Boulevard/SR-55 SB Ramps and Fair Drive.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #8 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 29 Level Of Service: A

Street Name: Newport Boulevard/SR-55 SB Ramps

Fair Drive

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

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

Volume Module:

Base Vol: 0 0 0 205 556 606 0 937 48 115 329 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 205 556 606 0 937 48 115 329 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 205 556 606 0 937 48 115 329 0
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 205 556 0 0 937 48 115 329 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 205 556 0 0 937 48 115 329 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 205 556 0 0 937 48 115 329 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 3.00 1.00 0.00 3.81 0.19 1.00 2.00 0.00
Final Sat.: 0 0 0 1600 4800 1600 0 6088 312 1600 3200 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.12 0.00 0.00 0.15 0.15 0.07 0.10 0.00
Crit Moves: **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #8 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #8 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat and Crit Moves.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #9 Newport Boulevard/SR-55 NB Ramps at Del Mar Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name: Newport Boulevard/SR-55 NB Ramps Del Mar Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Control, Rights, Min. Green, Y+R, and Lanes across four approaches (North, South, East, West Bound).

Volume Module:

Table showing volume calculations including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow calculations including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis including Vol/Sat and Crit Moves.

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #9 Newport Boulevard/SR-55 NB Ramps at Del Mar Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 104 Level Of Service: D

Street Name: Newport Boulevard/SR-55 NB Ramps

Del Mar Avenue

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

Volume Module:

Base Vol:	180	1638	122	0	0	0	784	372	0	0	264	274
Growth Adj:	1.00	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	1638	122	0	0	0	784	372	0	0	264	274
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	1638	122	0	0	0	784	372	0	0	264	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1638	122	0	0	0	784	372	0	0	264	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1638	122	0	0	0	784	372	0	0	264	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1638	122	0	0	0	784	372	0	0	264	274

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	2.53	0.19	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	445	4053	302	0	0	0	3200	3200	0	0	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.40	0.40	0.40	0.00	0.00	0.00	0.25	0.12	0.00	0.00	0.08	0.17
Crit Moves:	****						****			****		

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Additional Intersections

Level Of Service Computation Report

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

Intersection #9 Newport Boulevard/SR-55 NB Ramps at Del Mar Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Newport Boulevard/SR-55 NB Ramps Del Mar Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Table with 4 columns for approaches (North, South, East, West) and 3 rows for Control, Rights, and Lanes. Includes values for Split Phase, Protected, and Permitted movements.

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Volume Module:

Table with 13 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MFL Adj, Final Volume) and 4 rows for different approaches.

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Saturation Flow Module:

Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows for different approaches.

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Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves) and 4 rows for different approaches.

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #9 Newport Boulevard/SR-55 NB Ramps at Del Mar Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Street Name: Newport Boulevard/SR-55 NB Ramps							Del Mar Avenue								
Approach: North Bound							South Bound			East Bound			West Bound		
Movement: L - T - R							L - T - R			L - T - R			L - T - R		
Control: Split Phase							Split Phase			Protected			Permitted		
Rights: Include							Include			Include			Include		
Min. Green: 0 0 0							0 0 0			0 0 0			0 0 0		
Y+R: 4.0 4.0 4.0							4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0		
Lanes: 0 1 1 1 0							0 0 0 0 0			2 0 2 0 0			0 0 2 0 1		

Volume Module:

Base Vol:	158	747	121	0	0	0	529	440	0	0	357	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:	158	747	121	0	0	0	529	440	0	0	357	155
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:	158	747	121	0	0	0	529	440	0	0	357	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:	158	747	121	0	0	0	529	440	0	0	357	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	747	121	0	0	0	529	440	0	0	357	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:	158	747	121	0	0	0	529	440	0	0	357	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:	0.46	2.19	0.35	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	739	3495	566	0	0	0	3200	3200	0	0	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.21	0.21	0.21	0.00	0.00	0.00	0.17	0.14	0.00	0.00	0.11	0.10
Crit Moves:			****				****				****	

AM Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #26 New Driveway at Adams Avenue

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[16.5]

Street Name: New Driveway Adams Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

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

Volume Module:

Table with 13 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows are grouped by approach (North, South, East, West).

Critical Gap Module:

Table with 13 columns for critical gap metrics: Critical Gp, FollowUpTim. Rows are grouped by approach.

Capacity Module:

Table with 13 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows are grouped by approach.

Level Of Service Module:

Table with 13 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows are grouped by approach.

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

PM Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #26 New Driveway at Adams Avenue

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include New Driveway and Adams Avenue with various movement and lane configurations.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module:

Table showing Critical Gap and FollowUp Time values for different approaches.

Capacity Module:

Table showing Capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap for each approach.

Level Of Service Module:

Table showing Level of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

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

APPENDIX B-II

YEAR 2024 PLUS PROJECT TRAFFIC CONDITIONS

AM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #1 Harbor Boulevard at Gisler Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 63 Level Of Service: B

Street Name: Harbor Boulevard Gisler Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 4 1 0 1 0 3 1 0 2 0 0 1 0 1 0 1 0 1

Volume Module:

Base Vol: 54 2087 2 92 1905 124 637 42 57 33 23 139

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 54 2087 2 92 1905 124 637 42 57 33 23 139

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 54 2087 2 92 1905 124 637 42 57 33 23 139

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 54 2087 2 92 1905 124 637 42 57 33 23 139

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 54 2087 2 92 1905 124 637 42 57 33 23 139

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 54 2087 2 92 1905 124 637 42 57 33 23 139

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 4.99 0.01 1.00 3.76 0.24 2.00 0.42 0.58 1.00 1.00 1.00

Final Sat.: 1600 7992 8 1600 6009 391 3200 679 921 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.26 0.26 0.06 0.32 0.32 0.20 0.06 0.06 0.02 0.01 0.09

Crit Moves: **** **** **** ****

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #1 Harbor Boulevard at Gisler Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Street Name:	Harbor Boulevard						Gisler Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	1	0	3	2	0	0	1	0	1

Volume Module:

Base Vol:	54	2121	2	92	2056	124	637	42	57	33	23	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	2121	2	92	2056	124	637	42	57	33	23	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	2121	2	92	2056	124	637	42	57	33	23	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	2121	2	92	2056	124	637	42	57	33	23	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2121	2	92	2056	124	637	42	57	33	23	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	2121	2	92	2056	124	637	42	57	33	23	139

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.99	0.01	1.00	3.77	0.23	2.00	0.42	0.58	1.00	1.00	1.00
Final Sat.:	1600	7992	8	1600	6036	364	3200	679	921	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.27	0.27	0.06	0.34	0.34	0.20	0.06	0.06	0.02	0.01	0.09
Crit Moves:	****			****			****			****		

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #1 Harbor Boulevard at Gisler Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 116 Level Of Service: D

Street Name: Harbor Boulevard Gisler Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 4 1 0 1 0 3 1 0 2 0 0 1 0 1 0 1 0 1

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Volume Module:

Base Vol: 129 2412 48 102 2751 436 185 81 102 123 88 268

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 129 2412 48 102 2751 436 185 81 102 123 88 268

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: 129 2412 48 102 2751 436 185 81 102 123 88 268

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 129 2412 48 102 2751 436 185 81 102 123 88 268

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 129 2412 48 102 2751 436 185 81 102 123 88 268

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 129 2412 48 102 2751 436 185 81 102 123 88 268

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 4.90 0.10 1.00 3.45 0.55 2.00 0.44 0.56 1.00 1.00 1.00

Final Sat.: 1600 7844 156 1600 5524 876 3200 708 892 1600 1600 1600

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Capacity Analysis Module:

Vol/Sat: 0.08 0.31 0.31 0.06 0.50 0.50 0.06 0.11 0.11 0.08 0.06 0.17

Crit Moves: **** **** **** ****

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #1 Harbor Boulevard at Gisler Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	Harbor Boulevard					Gisler Avenue												
	North Bound		South Bound			East Bound			West Bound									
Approach:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected					Protected					Protected							
Rights:	Include					Include					Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	4	1	0	1	0	3	1	0	2	0	0	1	0	1	0	1

Volume Module:

Base Vol:	130	2549	48	102	2873	436	185	81	103	123	88	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	2549	48	102	2873	436	185	81	103	123	88	268
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:	130	2549	48	102	2873	436	185	81	103	123	88	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	2549	48	102	2873	436	185	81	103	123	88	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	2549	48	102	2873	436	185	81	103	123	88	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	2549	48	102	2873	436	185	81	103	123	88	268

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.91	0.09	1.00	3.47	0.53	2.00	0.44	0.56	1.00	1.00	1.00
Final Sat.:	1600	7852	148	1600	5557	843	3200	704	896	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.32	0.32	0.06	0.52	0.52	0.06	0.11	0.12	0.08	0.06	0.17
Crit Moves:	****				****		****					****

AM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 49 Level Of Service: A

Street Name: Harbor Boulevard Baker Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Ovl Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 2 0 4 0 1 2 0 4 0 1 2 0 1 1 0 2 0 2 0 1

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Volume Module:

Base Vol: 51 1854 273 212 1607 164 252 231 58 199 196 158

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 51 1854 273 212 1607 164 252 231 58 199 196 158

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: 51 1854 273 212 1607 164 252 231 58 199 196 158

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 51 1854 273 212 1607 164 252 231 58 199 196 158

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 51 1854 273 212 1607 164 252 231 58 199 196 158

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 51 1854 273 212 1607 164 252 231 58 199 196 158

OvlAdjVol: 174 38

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 4.00 1.00 2.00 4.00 1.00 2.00 1.60 0.40 2.00 2.00 1.00

Final Sat.: 3200 6400 1600 3200 6400 1600 3200 2558 642 3200 3200 1600

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Capacity Analysis Module:

Vol/Sat: 0.02 0.29 0.17 0.07 0.25 0.10 0.08 0.09 0.09 0.06 0.06 0.10

OvlAdjV/S: 0.11 0.02

Crit Moves: **** **** **** ****

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level of Service Computation Report

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

Intersection #2 Harbor Boulevard at Baker Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level of Service: A

Street Name:	Harbor Boulevard						Baker Street					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0	1		2	0	4	0	1	

Volume Module:

Base Vol:	52	1888	273	212	1758	164	252	231	61	199	196	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1888	273	212	1758	164	252	231	61	199	196	158
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:	52	1888	273	212	1758	164	252	231	61	199	196	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1888	273	212	1758	164	252	231	61	199	196	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1888	273	212	1758	164	252	231	61	199	196	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	1888	273	212	1758	164	252	231	61	199	196	158
OvlAdjVol:			174			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:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.58	0.42	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	2532	668	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.30	0.17	0.07	0.27	0.10	0.08	0.09	0.09	0.06	0.06	0.10
OvlAdjV/S:			0.11			0.02						
Crit Moves:	****			****			****			****		

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for Harbor Boulevard and Baker Street.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, OvAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvAdjV/S, Crit Moves.

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	Harbor Boulevard					Baker Street														
	North Bound		South Bound			East Bound			West Bound											
Approach:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected					Protected					Protected									
Rights:	Ovl					Ovl					Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	172	2202	280	231	2465	317	218	179	65	569	657	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	2202	280	231	2465	317	218	179	65	569	657	402
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:	172	2202	280	231	2465	317	218	179	65	569	657	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	2202	280	231	2465	317	218	179	65	569	657	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	2202	280	231	2465	317	218	179	65	569	657	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	2202	280	231	2465	317	218	179	65	569	657	402
OvlAdjVol:	0					208						

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.00	2.00	4.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	2348	852	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.34	0.17	0.07	0.39	0.20	0.07	0.08	0.08	0.18	0.21	0.25
OvlAdjV/S:	0.00		0.13									
Crit Moves:	****			****			****			****		

AM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Adams Avenue with North, South, East, and West bounds.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat, OvlAdjV/S, and Crit Moves.

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 119 Level Of Service: D

Street Name: Harbor Boulevard Adams Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	207	1170	204	309	1351	284	930	1835	276	140	390	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1170	204	309	1351	284	930	1835	276	140	390	137
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:	207	1170	204	309	1351	284	930	1835	276	140	390	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1170	204	309	1351	284	930	1835	276	140	390	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1170	204	309	1351	284	930	1835	276	140	390	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	207	1170	204	309	1351	284	930	1835	276	140	390	137
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.55	0.45	2.00	4.00	2.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4087	713	3200	6400	3200	4800	4800	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.29	0.29	0.10	0.21	0.09	0.19	0.38	0.17	0.04	0.08	0.09
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Adams Avenue with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Adams Avenue with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 32 Level Of Service: A

Street Name: Harbor Boulevard Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:

Base Vol: 37 1205 59 255 1458 32 77 26 21 30 17 68

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 37 1205 59 255 1458 32 77 26 21 30 17 68

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: 37 1205 59 255 1458 32 77 26 21 30 17 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: 37 1205 59 255 1458 32 77 26 21 30 17 68

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 37 1205 59 255 1458 32 77 26 21 30 17 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: 37 1205 59 255 1458 32 77 26 21 30 17 68

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.86 0.14 2.00 2.94 0.06 1.00 0.55 0.45 1.00 0.40 1.60

Final Sat.: 1600 4576 224 3200 4697 103 1600 885 715 1600 640 2560

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Capacity Analysis Module:

Vol/Sat: 0.02 0.26 0.26 0.08 0.31 0.31 0.05 0.03 0.03 0.02 0.03 0.03

Crit Moves: **** **** **** ****

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name: Harbor Boulevard Merrimac Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	37	1239	74	362	1467	32	77	26	21	33	17	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:	37	1239	74	362	1467	32	77	26	21	33	17	88
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:	37	1239	74	362	1467	32	77	26	21	33	17	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:	37	1239	74	362	1467	32	77	26	21	33	17	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1239	74	362	1467	32	77	26	21	33	17	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:	37	1239	74	362	1467	32	77	26	21	33	17	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	2.83	0.17	2.00	2.94	0.06	1.00	0.55	0.45	1.00	0.32	1.68
Final Sat.:	1600	4529	271	3200	4698	102	1600	885	715	1600	518	2682

Capacity Analysis Module:

Vol/Sat:	0.02	0.27	0.27	0.11	0.31	0.31	0.05	0.03	0.03	0.02	0.03	0.03
Crit Moves:	****			****			****			****		

PM Cumulative
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Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 61 Level Of Service: B

Street Name: Harbor Boulevard Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:

Base Vol: 42 2114 94 262 1854 54 77 18 34 95 43 301

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 42 2114 94 262 1854 54 77 18 34 95 43 301

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 42 2114 94 262 1854 54 77 18 34 95 43 301

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 42 2114 94 262 1854 54 77 18 34 95 43 301

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 42 2114 94 262 1854 54 77 18 34 95 43 301

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 42 2114 94 262 1854 54 77 18 34 95 43 301

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.87 0.13 2.00 2.92 0.08 1.00 0.35 0.65 1.00 0.25 1.75

Final Sat.: 1600 4596 204 3200 4664 136 1600 554 1046 1600 400 2800

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Capacity Analysis Module:

Vol/Sat: 0.03 0.46 0.46 0.08 0.40 0.40 0.05 0.03 0.03 0.06 0.11 0.11

Crit Moves: **** **** **** ****

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: C

Street Name: Harbor Boulevard Merrimac Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	42	2145	104	336	1884	55	78	18	34	109	43	387
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	2145	104	336	1884	55	78	18	34	109	43	387
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	2145	104	336	1884	55	78	18	34	109	43	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	2145	104	336	1884	55	78	18	34	109	43	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2145	104	336	1884	55	78	18	34	109	43	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2145	104	336	1884	55	78	18	34	109	43	387

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	2.00	2.91	0.09	1.00	0.35	0.65	1.00	0.20	1.80
Final Sat.:	1600	4578	222	3200	4664	136	1600	554	1046	1600	320	2880

Capacity Analysis Module:

Vol/Sat:	0.03	0.47	0.47	0.11	0.40	0.40	0.05	0.03	0.03	0.07	0.13	0.13
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: A

Street Name: Harbor Boulevard Fair Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:

Base Vol: 31 1084 275 229 1199 59 34 39 37 143 65 198

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 31 1084 275 229 1199 59 34 39 37 143 65 198

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 31 1084 275 229 1199 59 34 39 37 143 65 198

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 31 1084 275 229 1199 59 34 39 37 143 65 198

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 31 1084 275 229 1199 59 34 39 37 143 65 198

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 31 1084 275 229 1199 59 34 39 37 143 65 198

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 1.00 2.00 2.86 0.14 1.00 1.00 1.00 2.00 0.49 1.51

Final Sat.: 1600 4800 1600 3200 4575 225 1600 1600 1600 3200 791 2409

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Capacity Analysis Module:

Vol/Sat: 0.02 0.23 0.17 0.07 0.26 0.26 0.02 0.02 0.02 0.04 0.08 0.08

Crit Moves: **** **** **** ****

AM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Harbor Boulevard Fair Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	31	1133	275	229	1211	59	34	39	37	143	65	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1133	275	229	1211	59	34	39	37	143	65	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1133	275	229	1211	59	34	39	37	143	65	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1133	275	229	1211	59	34	39	37	143	65	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1133	275	229	1211	59	34	39	37	143	65	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	1133	275	229	1211	59	34	39	37	143	65	198

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.86	0.14	1.00	1.00	1.00	2.00	0.49	1.51
Final Sat.:	1600	4800	1600	3200	4577	223	1600	1600	1600	3200	791	2409

Capacity Analysis Module:

Vol/Sat:	0.02	0.24	0.17	0.07	0.26	0.26	0.02	0.02	0.02	0.04	0.08	0.08
Crit Moves:	****			****			****			****		

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Fair Drive

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for Harbor Boulevard and Fair Drive.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

PM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: B

Street Name:	Harbor Boulevard						Fair Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	2	0	2	1	0	1

Volume Module:

Base Vol:	24	1706	253	200	1836	29	37	42	41	445	30	534
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1706	253	200	1836	29	37	42	41	445	30	534
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1706	253	200	1836	29	37	42	41	445	30	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1706	253	200	1836	29	37	42	41	445	30	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1706	253	200	1836	29	37	42	41	445	30	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1706	253	200	1836	29	37	42	41	445	30	534

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.95	0.05	1.00	1.00	1.00	2.00	0.11	1.89
Final Sat.:	1600	4800	1600	3200	4725	75	1600	1600	1600	3200	170	3030

Capacity Analysis Module:

Vol/Sat:	0.02	0.36	0.16	0.06	0.39	0.39	0.02	0.03	0.03	0.14	0.18	0.18
Crit Moves:	****			****			****			****		

AM Cumulative
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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Pinecreek Drive						Adams Avenue													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Split Phase			Split Phase			Protected			Protected										
Rights:	Include			Include			Ignore			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	1	0	0	1	0	1	0	0	1	1	0	3	0	1	2	0	1	1	0

Volume Module:

Base Vol:	15	3	27	68	10	50	31	1499	740	86	559	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:	15	3	27	68	10	50	31	1499	740	86	559	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:	15	3	27	68	10	50	31	1499	740	86	559	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	15	3	27	68	10	50	31	1499	0	86	559	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	3	27	68	10	50	31	1499	0	86	559	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	15	3	27	68	10	50	31	1499	0	86	559	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:	1.67	0.33	1.00	0.87	0.13	1.00	1.00	3.00	1.00	2.00	1.81	0.19
Final Sat.:	2667	533	1600	1395	205	1600	1600	4800	1600	3200	2890	310

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.02	0.05	0.05	0.03	0.02	0.31	0.00	0.03	0.19	0.19
Crit Moves:			****	****			****			****		

AM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Street Name:	Pinecreek Drive						Adams Avenue													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Split Phase			Split Phase			Protected			Protected										
Rights:	Include			Include			Ignore			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	1	0	0	1	0	1	0	0	1	1	0	3	0	1	2	0	1	1	0

Volume Module:

Base Vol:	58	3	60	68	10	50	31	1528	911	286	568	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:	58	3	60	68	10	50	31	1528	911	286	568	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:	58	3	60	68	10	50	31	1528	911	286	568	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	58	3	60	68	10	50	31	1528	0	286	568	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	3	60	68	10	50	31	1528	0	286	568	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	58	3	60	68	10	50	31	1528	0	286	568	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:	1.90	0.10	1.00	0.87	0.13	1.00	1.00	3.00	1.00	2.00	1.81	0.19
Final Sat.:	3043	157	1600	1395	205	1600	1600	4800	1600	3200	2894	306

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.04	0.05	0.05	0.03	0.02	0.32	0.00	0.09	0.20	0.20
Crit Moves:		****	****	****	****	****	****	****	****	****	****	****

PM Cumulative
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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 72 Level Of Service: B

Street Name: Pinecreek Drive Adams Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Split Phase Split Phase Protected Protected

Rights: Include Include Ignore Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:

Base Vol: 248 30 145 68 25 100 79 848 347 153 1346 186

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 248 30 145 68 25 100 79 848 347 153 1346 186

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: 248 30 145 68 25 100 79 848 347 153 1346 186

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Volume: 248 30 145 68 25 100 79 848 0 153 1346 186

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 248 30 145 68 25 100 79 848 0 153 1346 186

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

FinalVolume: 248 30 145 68 25 100 79 848 0 153 1346 186

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.78 0.22 1.00 0.73 0.27 1.00 1.00 3.00 1.00 2.00 1.76 0.24

Final Sat.: 2855 345 1600 1170 430 1600 1600 4800 1600 3200 2811 389

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Capacity Analysis Module:

Vol/Sat: 0.09 0.09 0.09 0.06 0.06 0.06 0.05 0.18 0.00 0.05 0.48 0.48

Crit Moves: **** **** **** ****

PM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 99 Level Of Service: C

Street Name: Pinecreek Drive Adams Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	393	30	263	69	25	100	79	915	475	333	1394	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	30	263	69	25	100	79	915	475	333	1394	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	30	263	69	25	100	79	915	475	333	1394	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	393	30	263	69	25	100	79	915	0	333	1394	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	30	263	69	25	100	79	915	0	333	1394	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	393	30	263	69	25	100	79	915	0	333	1394	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:	1.86	0.14	1.00	0.73	0.27	1.00	1.00	3.00	1.00	2.00	1.76	0.24
Final Sat.:	2973	227	1600	1174	426	1600	1600	4800	1600	3200	2822	378

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.16	0.06	0.06	0.06	0.05	0.19	0.00	0.10	0.49	0.49
Crit Moves:			****			****	****			****		

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Level Of Service Computation Report

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: Fairview Road I-405 NB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 0 0 0 6 0 1 0 0 0 0 2 0 0 0 2

Volume Module:

Base Vol: 250 831 0 0 1507 393 0 0 0 864 0 1050
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 250 831 0 0 1507 393 0 0 0 864 0 1050
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: 250 831 0 0 1507 393 0 0 0 864 0 1050
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 250 831 0 0 1507 393 0 0 0 864 0 1050
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 250 831 0 0 1507 393 0 0 0 864 0 1050
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 250 831 0 0 1507 393 0 0 0 864 0 1050

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 0.00 0.00 6.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 1600 4800 0 0 9600 1600 0 0 0 3200 0 3200

Capacity Analysis Module:

Vol/Sat: 0.16 0.17 0.00 0.00 0.16 0.25 0.00 0.00 0.00 0.27 0.00 0.33
Crit Moves: **** **** ****

AM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #7 Fairview Road at I-405 NB Ramps

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

Street Name: Fairview Road I-405 NB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 0 0 0 6 0 1 0 0 0 0 0 2 0 0 0 2

Volume Module:

Base Vol: 266 847 0 0 1578 393 0 0 0 1085 0 1050
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 266 847 0 0 1578 393 0 0 0 1085 0 1050
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: 266 847 0 0 1578 393 0 0 0 1085 0 1050
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 266 847 0 0 1578 393 0 0 0 1085 0 1050
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 266 847 0 0 1578 393 0 0 0 1085 0 1050
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 266 847 0 0 1578 393 0 0 0 1085 0 1050

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 0.00 0.00 6.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 1600 4800 0 0 9600 1600 0 0 0 3200 0 3200

Capacity Analysis Module:

Vol/Sat: 0.17 0.18 0.00 0.00 0.16 0.25 0.00 0.00 0.00 0.34 0.00 0.33
Crit Moves: **** **** ****

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 79 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for Fairview Road and I-405 NB Ramps.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: D

Street Name: Fairview Road I-405 NB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	6	0	0	0	2	0	0

Volume Module:

Base Vol:	300	1407	0	0	1874	362	0	0	0	1127	0	1247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1407	0	0	1874	362	0	0	0	1127	0	1247
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:	300	1407	0	0	1874	362	0	0	0	1127	0	1247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1407	0	0	1874	362	0	0	0	1127	0	1247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1407	0	0	1874	362	0	0	0	1127	0	1247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	1407	0	0	1874	362	0	0	0	1127	0	1247

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	0.00	6.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	4800	0	0	9600	1600	0	0	0	3200	0	3200

Capacity Analysis Module:

Vol/Sat:	0.19	0.29	0.00	0.00	0.20	0.23	0.00	0.00	0.00	0.35	0.00	0.39
Crit Moves:	****					****						****

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Level Of Service Computation Report

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 58 Level Of Service: B

Street Name: Fairview Road I-405 SB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Table with 4 columns for approaches (North, South, East, West) and 3 rows for Control, Rights, and Lanes. Values include 'Permitted', 'Protected', 'Split Phase', 'Include', and numerical values for green times and lane counts.

Volume Module:

Table with 12 columns for volume components and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow components and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis components and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name:	Fairview Road						I-405 SB Ramps								
	North Bound			South Bound			East Bound			West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	3	1	1	3	0	3	0	0	2	0	0	0	0

Volume Module:												
Base Vol:	0	816	1119	1191	1593	0	273	0	390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	816	1119	1191	1593	0	273	0	390	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	816	1119	1191	1593	0	273	0	390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	816	1119	1191	1593	0	273	0	390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	816	1119	1191	1593	0	273	0	390	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	816	1119	1191	1593	0	273	0	390	0	0	0

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

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.35	0.25	0.33	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****	****						****			

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Level Of Service Computation Report

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 47 Level Of Service: B

Street Name: Fairview Road I-405 SB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

Volume Module:

Base Vol: 0 1052 582 1163 1594 0 513 0 448 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 1052 582 1163 1594 0 513 0 448 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1052 582 1163 1594 0 513 0 448 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 1052 582 1163 1594 0 513 0 448 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1052 582 1163 1594 0 513 0 448 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1052 582 1163 1594 0 513 0 448 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.22 1.78 3.00 3.00 0.00 2.00 0.00 2.00 0.00 0.00 0.00

Final Sat.: 0 5151 2849 4800 4800 0 3200 0 3200 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.20 0.20 0.24 0.33 0.00 0.16 0.00 0.14 0.00 0.00 0.00

Crit Moves: **** **** ****

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Level Of Service Computation Report

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: B

Street Name: Fairview Road I-405 SB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	1173	750	1163	1815	0	513	0	511	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1173	750	1163	1815	0	513	0	511	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1173	750	1163	1815	0	513	0	511	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1173	750	1163	1815	0	513	0	511	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1173	750	1163	1815	0	513	0	511	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1173	750	1163	1815	0	513	0	511	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.05	1.95	3.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4880	3120	4800	4800	0	3200	0	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.24	0.24	0.38	0.00	0.16	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****					

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Level Of Service Computation Report

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

Intersection #9 Fairview Road at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Street Name: Fairview Road Baker Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Table with 4 columns for approaches (North Bound, South Bound, East Bound, West Bound) and 3 rows for Control, Rights, and Min. Green. Includes Y+R and Lanes data.

Volume Module:

Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol).

Saturation Flow Module:

Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics (Vol/Sat, OvlAdjV/S, Crit Moves).

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Level Of Service Computation Report

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

Intersection #9 Fairview Road at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name:	Fairview Road					Baker Street							
	North Bound			South Bound		East Bound			West Bound				
Approach:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected		Protected			Protected				
Rights:	Ovl			Include		Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	3	0	1	2	0	2	0	1	2	0	3

Volume Module:

Base Vol:	147	1393	705	205	1728	261	255	518	154	370	357	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1393	705	205	1728	261	255	518	154	370	357	156
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:	147	1393	705	205	1728	261	255	518	154	370	357	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1393	705	205	1728	261	255	518	154	370	357	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1393	705	205	1728	261	255	518	154	370	357	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1393	705	205	1728	261	255	518	154	370	357	156
OvlAdjVol:	520											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	6400	1600	3200	3200	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.29	0.44	0.06	0.27	0.16	0.08	0.16	0.10	0.12	0.07	0.10
OvlAdjV/S:	0.32											
Crit Moves:	****			****		****			****			

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Level Of Service Computation Report

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

Intersection #9 Fairview Road at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 66 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for Fairview Road and Baker Street.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, Crit Moves.

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Level Of Service Computation Report

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

Intersection #9 Fairview Road at Baker Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 85 Level Of Service: C

Street Name:	Fairview Road						Baker Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1		2	0	4	0	1	

Volume Module:

Base Vol:	175	1373	371	251	1758	325	292	448	208	728	1093	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1373	371	251	1758	325	292	448	208	728	1093	211
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:	175	1373	371	251	1758	325	292	448	208	728	1093	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1373	371	251	1758	325	292	448	208	728	1093	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1373	371	251	1758	325	292	448	208	728	1093	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	1373	371	251	1758	325	292	448	208	728	1093	211
OvlAdjVol:	7											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	6400	1600	3200	3200	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.29	0.23	0.08	0.27	0.20	0.09	0.14	0.13	0.23	0.23	0.13
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Table with columns for Street Name (Fairview Road, Adams Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 121 Level Of Service: D

Street Name: Fairview Road Adams Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	134	796	122	56	1489	746	1267	103	264	93	101	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	796	122	56	1489	746	1267	103	264	93	101	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	796	122	56	1489	746	1267	103	264	93	101	102
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	796	122	56	1489	0	1267	103	264	93	101	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	796	122	56	1489	0	1267	103	264	93	101	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	796	122	56	1489	0	1267	103	264	93	101	102

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.60	0.40	1.00	3.00	1.00	2.00	1.00	1.00	0.96	1.04	1.00
Final Sat.:	3200	4162	638	1600	4800	1600	3200	1600	1600	1534	1666	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.19	0.04	0.31	0.00	0.40	0.06	0.17	0.06	0.06	0.06
Crit Moves:	****			****			****			****		

PM Cumulative
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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name:	Fairview Road						Adams Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	3	0	1	0	1	0	1

Volume Module:

Base Vol:	547	1104	53	112	1257	1173	724	149	220	67	151	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:	547	1104	53	112	1257	1173	724	149	220	67	151	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:	547	1104	53	112	1257	1173	724	149	220	67	151	80
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	547	1104	53	112	1257	0	724	149	220	67	151	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	1104	53	112	1257	0	724	149	220	67	151	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	547	1104	53	112	1257	0	724	149	220	67	151	80

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.86	0.14	1.00	3.00	1.00	2.00	1.00	1.00	0.61	1.39	1.00
Final Sat.:	3200	4580	220	1600	4800	1600	3200	1600	1600	983	2217	1600

Capacity Analysis Module:

Vol/Sat:	0.17	0.24	0.24	0.07	0.26	0.00	0.23	0.09	0.14	0.07	0.07	0.05
Crit Moves:	****			****			****			****		

PM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 128 Level Of Service: D

Street Name:	Fairview Road						Adams Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	3	2	0	1	0	1	1

Volume Module:

Base Vol:	583	1297	57	112	1426	1334	876	150	251	69	152	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:	583	1297	57	112	1426	1334	876	150	251	69	152	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:	583	1297	57	112	1426	1334	876	150	251	69	152	80
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	583	1297	57	112	1426	0	876	150	251	69	152	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	583	1297	57	112	1426	0	876	150	251	69	152	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	583	1297	57	112	1426	0	876	150	251	69	152	80

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.87	0.13	1.00	3.00	1.00	2.00	1.00	1.00	0.62	1.38	1.00
Final Sat.:	3200	4598	202	1600	4800	1600	3200	1600	1600	999	2201	1600

Capacity Analysis Module:

Vol/Sat:	0.18	0.28	0.28	0.07	0.30	0.00	0.27	0.09	0.16	0.07	0.07	0.05
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for Fairview Road and Monitor Way.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Fairview Road						Monitor Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	3	0	1	0	0	1	0

Volume Module:

Base Vol:	128	985	2	78	1516	359	43	4	17	26	3	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:	128	985	2	78	1516	359	43	4	17	26	3	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:	128	985	2	78	1516	359	43	4	17	26	3	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:	128	985	2	78	1516	359	43	4	17	26	3	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	985	2	78	1516	359	43	4	17	26	3	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:	128	985	2	78	1516	359	43	4	17	26	3	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	2.99	0.01	1.00	3.00	1.00	0.91	0.09	1.00	0.90	0.10	1.00
Final Sat.:	1600	4790	10	1600	4800	1600	1464	136	1600	1434	166	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.21	0.21	0.05	0.32	0.22	0.03	0.03	0.01	0.02	0.02	0.04
Crit Moves:	****			****			****			****	****	

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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: A

Street Name: Fairview Road Monitor Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

Volume Module:

Base Vol: 60 1487 11 84 1288 165 165 0 51 12 0 51

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 60 1487 11 84 1288 165 165 0 51 12 0 51

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 60 1487 11 84 1288 165 165 0 51 12 0 51

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 60 1487 11 84 1288 165 165 0 51 12 0 51

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 60 1487 11 84 1288 165 165 0 51 12 0 51

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 60 1487 11 84 1288 165 165 0 51 12 0 51

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.98 0.02 1.00 3.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00

Final Sat.: 1600 4765 35 1600 4800 1600 1600 0 1600 1600 0 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.31 0.31 0.05 0.27 0.10 0.10 0.00 0.03 0.01 0.00 0.03

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name:	Fairview Road						Monitor Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	3	0	1	0	0	1	0

Volume Module:

Base Vol:	107	1647	11	84	1406	249	237	0	91	12	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1647	11	84	1406	249	237	0	91	12	0	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1647	11	84	1406	249	237	0	91	12	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1647	11	84	1406	249	237	0	91	12	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1647	11	84	1406	249	237	0	91	12	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1647	11	84	1406	249	237	0	91	12	0	51

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4768	32	1600	4800	1600	1600	0	1600	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.35	0.35	0.05	0.29	0.16	0.15	0.00	0.06	0.01	0.00	0.03
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Fairview Road Pirate Way/Mustang Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 71 832 60 102 836 285 71 14 36 162 1 69
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 71 832 60 102 836 285 71 14 36 162 1 69
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: 71 832 60 102 836 285 71 14 36 162 1 69
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 71 832 60 102 836 285 71 14 36 162 1 69
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 832 60 102 836 285 71 14 36 162 1 69
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 71 832 60 102 836 285 71 14 36 162 1 69

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.80 0.20 1.00 3.00 1.00 0.84 0.16 1.00 0.70 0.01 0.29
Final Sat.: 1600 4477 323 1600 4800 1600 1336 264 1600 1117 7 476

Capacity Analysis Module:

Vol/Sat: 0.04 0.19 0.19 0.06 0.17 0.18 0.04 0.05 0.02 0.10 0.15 0.14
Crit Moves: **** **** **** ****

AM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Fairview Road					Pirate Way/Mustang Way														
	North Bound		South Bound			East Bound			West Bound											
Approach:	L - T - R		L - T - R			L - T - R			L - T - R											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected			Permitted			Permitted											
Rights:	Include		Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	0	2	1	0	1	0	3	0	1	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	145	932	60	102	970	315	76	14	48	162	1	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	932	60	102	970	315	76	14	48	162	1	69
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:	145	932	60	102	970	315	76	14	48	162	1	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	932	60	102	970	315	76	14	48	162	1	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	932	60	102	970	315	76	14	48	162	1	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	932	60	102	970	315	76	14	48	162	1	69

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.82	0.18	1.00	3.00	1.00	0.84	0.16	1.00	0.70	0.01	0.29
Final Sat.:	1600	4510	290	1600	4800	1600	1351	249	1600	1117	7	476

Capacity Analysis Module:

Vol/Sat:	0.09	0.21	0.21	0.06	0.20	0.20	0.05	0.06	0.03	0.10	0.15	0.14
Crit Moves:	****			****			****			****		

PM Cumulative
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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Fairview Road Pirate Way/Mustang Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 81 1343 0 13 1071 219 195 0 68 17 0 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: 81 1343 0 13 1071 219 195 0 68 17 0 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: 81 1343 0 13 1071 219 195 0 68 17 0 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: 81 1343 0 13 1071 219 195 0 68 17 0 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 81 1343 0 13 1071 219 195 0 68 17 0 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: 81 1343 0 13 1071 219 195 0 68 17 0 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 0.00 1.00 3.00 1.00 1.00 0.00 1.00 0.46 0.00 0.54
Final Sat.: 1600 4800 0 1600 4800 1600 1600 0 1600 735 0 865

Capacity Analysis Module:

Vol/Sat: 0.05 0.28 0.00 0.01 0.22 0.14 0.12 0.00 0.04 0.01 0.00 0.02
Crit Moves: **** **** **** ****

PM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Street Name:	Fairview Road					Pirate Way/Mustang Way						
	North Bound		South Bound			East Bound			West Bound			
Approach:	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	0	0	0					
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0					
Lanes:	1	0	2	1	0	1	0	3	0	1	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	134	1532	0	13	1209	240	213	0	113	17	0	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:	134	1532	0	13	1209	240	213	0	113	17	0	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:	134	1532	0	13	1209	240	213	0	113	17	0	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:	134	1532	0	13	1209	240	213	0	113	17	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1532	0	13	1209	240	213	0	113	17	0	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
Final Volume:	134	1532	0	13	1209	240	213	0	113	17	0	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	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.46	0.00	0.54
Final Sat.:	1600	4800	0	1600	4800	1600	1600	0	1600	735	0	865

Capacity Analysis Module:

Vol/Sat:	0.08	0.32	0.00	0.01	0.25	0.15	0.13	0.00	0.07	0.01	0.00	0.02
Crit Moves:	****				****		****					****

AM Cumulative
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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with columns for Street Name (Fairview Road, Arlington Drive), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Street Name:	Fairview Road						Arlington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	84	975	230	111	859	165	32	0	14	65	7	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	975	230	111	859	165	32	0	14	65	7	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	975	230	111	859	165	32	0	14	65	7	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:	84	975	230	111	859	165	32	0	14	65	7	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	975	230	111	859	165	32	0	14	65	7	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:	84	975	230	111	859	165	32	0	14	65	7	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:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.81	0.19	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	2889	311	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.20	0.14	0.03	0.18	0.10	0.02	0.00	0.01	0.02	0.02	0.11
Crit Moves:	****			****			****			****		

PM Cumulative
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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Fairview Road					Arlington Drive						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	1	0	1	1

Volume Module:

Base Vol:	61	1081	127	78	973	85	67	3	38	122	17	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1081	127	78	973	85	67	3	38	122	17	278
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:	61	1081	127	78	973	85	67	3	38	122	17	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1081	127	78	973	85	67	3	38	122	17	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1081	127	78	973	85	67	3	38	122	17	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1081	127	78	973	85	67	3	38	122	17	278

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	2809	391	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.08	0.02	0.20	0.05	0.04	0.00	0.02	0.04	0.04	0.17
Crit Moves:	****			****			****			****		

PM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Fairview Road						Arlington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	1	0	1	1

Volume Module:

Base Vol:	87	1226	127	78	1100	145	169	3	66	122	17	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1226	127	78	1100	145	169	3	66	122	17	278
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:	87	1226	127	78	1100	145	169	3	66	122	17	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1226	127	78	1100	145	169	3	66	122	17	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1226	127	78	1100	145	169	3	66	122	17	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1226	127	78	1100	145	169	3	66	122	17	278

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	2809	391	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.26	0.08	0.02	0.23	0.09	0.11	0.00	0.04	0.04	0.04	0.17
Crit Moves:	****			****			****			****		

AM Cumulative
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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.264

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 25 Level Of Service: A

Street Name: Fairview Road Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:

Base Vol: 180 1059 0 0 678 184 98 0 69 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: 180 1059 0 0 678 184 98 0 69 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: 180 1059 0 0 678 184 98 0 69 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: 180 1059 0 0 678 184 98 0 69 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 180 1059 0 0 678 184 98 0 69 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: 180 1059 0 0 678 184 98 0 69 0 0 0

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 0.00 1.00 1.00 1.00 0.00

Final Sat.: 3200 4800 1600 3200 4800 1600 3200 0 1600 1600 1600 0

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Capacity Analysis Module:

Vol/Sat: 0.06 0.22 0.00 0.00 0.14 0.12 0.03 0.00 0.04 0.00 0.00 0.00

Crit Moves: **** **** ****

AM Cumulative Plus Project
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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.296
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

Street Name: Fairview Road Merrimac Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	210	1186	0	0	705	223	156	0	75	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1186	0	0	705	223	156	0	75	0	0	1
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:	210	1186	0	0	705	223	156	0	75	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1186	0	0	705	223	156	0	75	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1186	0	0	705	223	156	0	75	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1186	0	0	705	223	156	0	75	0	0	1

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.07	0.25	0.00	0.00	0.15	0.14	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

PM Cumulative
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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Fairview Road Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 251 1108 3 0 854 282 167 1 117 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: 251 1108 3 0 854 282 167 1 117 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: 251 1108 3 0 854 282 167 1 117 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: 251 1108 3 0 854 282 167 1 117 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 251 1108 3 0 854 282 167 1 117 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: 251 1108 3 0 854 282 167 1 117 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.99 0.01 1.00 1.00 1.00 0.00
Final Sat.: 3200 4800 1600 3200 4800 1600 3181 19 1600 1600 1600 0

Capacity Analysis Module:

Vol/Sat: 0.08 0.23 0.00 0.00 0.18 0.18 0.05 0.05 0.07 0.00 0.00 0.00
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with columns for Street Name (Fairview Road, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

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Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

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

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

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Capacity Analysis Module: Table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

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

Intersection #15 Fairview Road at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Fairview Road Fair Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 39 543 159 276 451 153 182 642 37 18 266 373
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 543 159 276 451 153 182 642 37 18 266 373
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: 39 543 159 276 451 153 182 642 37 18 266 373
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 39 543 159 276 451 153 182 642 37 18 266 373
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 543 159 276 451 153 182 642 37 18 266 373
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 39 543 159 276 451 153 182 642 37 18 266 373

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 1.00 1.00 1.25 1.75
Final Sat.: 1600 4800 1600 3200 4800 1600 1600 3200 1600 1600 1998 2802

Capacity Analysis Module:
Vol/Sat: 0.02 0.11 0.10 0.09 0.09 0.10 0.11 0.20 0.02 0.01 0.13 0.13
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #15 Fairview Road at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name:	Fairview Road						Fair Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	2	0	3	0	1	1

Volume Module:	Fairview Road			Fair Drive			Fair Drive			Fair Drive		
Base Vol:	39	595	159	297	462	154	185	642	37	18	266	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	595	159	297	462	154	185	642	37	18	266	475
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:	39	595	159	297	462	154	185	642	37	18	266	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	595	159	297	462	154	185	642	37	18	266	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	595	159	297	462	154	185	642	37	18	266	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	595	159	297	462	154	185	642	37	18	266	475

Saturation Flow Module:	Fairview Road			Fair Drive			Fair Drive			Fair Drive		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.08	1.92
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	3200	1600	1600	1723	3077

Capacity Analysis Module:	Fairview Road			Fair Drive			Fair Drive			Fair Drive		
Vol/Sat:	0.02	0.12	0.10	0.09	0.10	0.10	0.12	0.20	0.02	0.01	0.15	0.15
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #15 Fairview Road at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 54 Level Of Service: A

Street Name: Fairview Road Fair Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 57 532 48 258 529 92 111 309 36 94 931 587
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 57 532 48 258 529 92 111 309 36 94 931 587
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 532 48 258 529 92 111 309 36 94 931 587
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 57 532 48 258 529 92 111 309 36 94 931 587
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 532 48 258 529 92 111 309 36 94 931 587
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 57 532 48 258 529 92 111 309 36 94 931 587

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 2.00 3.00 1.00 1.00 2.00 1.00 1.00 1.84 1.16
Final Sat.: 1600 4800 1600 3200 4800 1600 1600 3200 1600 1600 2944 1856

Capacity Analysis Module:
Vol/Sat: 0.04 0.11 0.03 0.08 0.11 0.06 0.07 0.10 0.02 0.06 0.32 0.32
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #15 Fairview Road at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: B

Street Name:	Fairview Road						Fair Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	57	574	48	333	577	97	114	309	36	94	931	664
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	574	48	333	577	97	114	309	36	94	931	664
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	574	48	333	577	97	114	309	36	94	931	664
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	574	48	333	577	97	114	309	36	94	931	664
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	574	48	333	577	97	114	309	36	94	931	664
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	574	48	333	577	97	114	309	36	94	931	664

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.75	1.25
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	3200	1600	1600	2802	1998

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.03	0.10	0.12	0.06	0.07	0.10	0.02	0.06	0.33	0.33
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Driveway 1 at Merrimac Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.7]

Table with columns for Street Name (Driveway 1, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each movement.

Critical Gap Module table showing Critical Gp, FollowUpTim, and other timing parameters for each movement.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for each movement.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Driveway 1 at Merrimac Way

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.4]

Street Name:	Driveway 1						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	1

Volume Module:

Base Vol:	0	0	0	12	0	32	62	207	0	0	480	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	32	62	207	0	0	480	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	32	62	207	0	0	480	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	13	0	34	65	218	0	0	505	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	34	65	218	0	0	505	67

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	778	887	286	573	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	337	285	716	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	320	267	716	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.05	0.06	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	536	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Driveway 1 at Merrimac Way

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[13.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for Driveway 1 and Merrimac Way.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume and adjustment factors.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim. Rows show critical gap values and follow-up times for different movements.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show capacity and volume-to-capacity ratios.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show level of service and delay metrics.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Driveway 1 at Merrimac Way

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[19.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Driveway 1 and Merrimac Way with sub-rows for North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Driveway 2 at Merrimac Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[12.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for both Driveway 2 and Merrimac Way.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Driveway 2 at Merrimac Way

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Driveway 2 and Merrimac Way with sub-rows for North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Driveway 2 at Merrimac Way

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[14.1]

Table with columns for Street Name (Driveway 2, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Driveway 2 at Merrimac Way

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[16.3]

Street Name:	Driveway 2						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	1

Volume Module:	Driveway 2			Driveway 2			Merrimac Way			Merrimac Way		
Base Vol:	0	0	0	28	0	26	51	300	0	0	594	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	26	51	300	0	0	594	32
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	28	0	26	51	300	0	0	594	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	29	0	27	54	316	0	0	625	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	29	0	27	54	316	0	0	625	34

Critical Gap Module:	Driveway 2			Driveway 2			Merrimac Way			Merrimac Way		
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Driveway 2			Driveway 2			Merrimac Way			Merrimac Way		
Cnflct Vol:	xxxx	xxxx	xxxxx	907	1065	329	659	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	279	224	672	939	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	267	211	672	939	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	0.00	0.04	0.06	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Driveway 2			Driveway 2			Merrimac Way			Merrimac Way		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	376	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Driveway 3 at Merrimac Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for Driveway 3 and Merrimac Way.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various volume metrics for each approach.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Rows show gap values for different approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show capacity metrics for each approach.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show level of service metrics for each approach.

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

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Driveway 3 at Merrimac Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

Street Name:	Driveway 3					Merrimac Way										
Approach:	North Bound			South Bound		East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign		Uncontrolled			Uncontrolled							
Rights:	Include			Include		Include			Include							
Lanes:	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	9	0	342	0	0	371	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	9	0	342	0	0	371	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	9	0	342	0	0	371	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	9	0	360	0	0	391	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	9	0	360	0	0	391	87

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	239	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	768	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	768	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Driveway 3 at Merrimac Way

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Driveway 3 and Merrimac Way with various traffic movements and control types like Stop Sign and Uncontrolled.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module:

Table showing critical gap and follow-up time data for different movements, with values like 6.9 and 3.3.

Capacity Module:

Table showing capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module:

Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Driveway 3 at Merrimac Way

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Driveway 3 and Merrimac Way with sub-rows for North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include various traffic volume metrics.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Rows show gap values and follow-up times for different movements.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show capacity-related metrics.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show level of service and delay metrics.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Driveway 4 at Merrimac Way

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.6]

Street Name: Driveway 4 Merrimac Way

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 1 0 0 2 0 0 0 0 1 1 0

Volume Module:

Table with 13 columns for traffic movements and 13 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 13 columns for traffic movements and 2 rows for Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for traffic movements and 4 rows for Capacity metrics including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for traffic movements and 10 rows for Level of Service metrics including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Driveway 4 at Merrimac Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.7]

Table with columns for Street Name (Driveway 4, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Driveway 4 at Merrimac Way

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.3]

Table with columns for Street Name (Driveway 4, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across different movements.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for various movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Driveway 4 at Merrimac Way

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.8]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for Driveway 4 and Merrimac Way.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across various movements.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Driveway 5 at Merrimac Way

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.5]

Table with columns for Street Name (Driveway 5, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Driveway 5 at Merrimac Way

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Driveway 5 at Merrimac Way

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Driveway 5 at Merrimac Way

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[16.3]

Street Name:	Driveway 5						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	2	0	0	0	1

Volume Module:												
Base Vol:	0	0	0	20	0	5	11	333	0	0	602	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	5	11	333	0	0	602	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	5	11	333	0	0	602	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	5	12	351	0	0	634	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	5	12	351	0	0	634	8

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	836	1012	321	642	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	310	241	681	952	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	307	238	681	952	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	345	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

AM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Driveway 6 at Merrimac Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Driveway 6 at Merrimac Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.1]

Table with columns for Street Name (Driveway 6, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module table showing Critical Gp and FollowUpTim values for each approach.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for each approach.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Cumulative
2.13.3396.1 Orange Coast College

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

Intersection #21 Driveway 6 at Merrimac Way

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[10.0]

Table with columns for Street Name (Driveway 6, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across various movements.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Driveway 6 at Merrimac Way

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across different approaches.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different approaches.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 7 at Merrimac Way

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[8.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound for both Driveway 7 and Merrimac Way.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 7 at Merrimac Way

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.2]

Street Name:	Driveway 7						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0

Volume Module:

Base Vol:	0	0	0	3	0	12	149	423	2	3	143	26
Growth Adj:	1.00	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	3	0	12	149	423	2	3	143	26
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	3	0	12	149	423	2	3	143	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	3	0	13	157	445	2	3	151	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	13	157	445	2	3	151	27

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	842	944	224	707	932	89	178	xxxx	xxxxx	447	xxxx	xxxxx
Potent Cap.:	261	264	786	374	269	958	1410	xxxx	xxxxx	1124	xxxx	xxxxx
Move Cap.:	235	234	786	342	238	958	1410	xxxx	xxxxx	1124	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.11	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	704	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 7 at Merrimac Way

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[14.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Driveway 7 at Merrimac Way

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[17.5]

Street Name: Driveway 7 Merrimac Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

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

Volume Module:

Table with 13 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume, and three columns for each of the four approaches.

Critical Gap Module:

Table with 13 columns for critical gap metrics: Critical Gp, FollowUpTim, and three columns for each of the four approaches.

Capacity Module:

Table with 13 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap, and three columns for each of the four approaches.

Level Of Service Module:

Table with 13 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and three columns for each of the four approaches.

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

AM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 8 at Merrimac Way

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Driveway 8 and Merrimac Way with various traffic configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module table showing Critical Gp and FollowUpTim values for each approach.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for each approach.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

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

AM Cumulative Plus Project
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 8 at Merrimac Way

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.8]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Cumulative
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 8 at Merrimac Way

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.8]

Table with columns for Street Name (Driveway 8, Merrimac Way), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for each movement.

Critical Gap Module table showing Critical Gp and FollowUpTim values for each movement.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each movement.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Driveway 8 at Merrimac Way

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Driveway 8 and Merrimac Way with various traffic movements and lane configurations.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module table showing Critical Gp and FollowUpTim for each approach.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for each approach.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

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

AM Cumulative
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Recycling Center Driveway No. 1 (Inbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name: Recycling Center Driveway No. 1 (Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 0 0 0 2 1 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1591 5 0 715 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1591 5 0 715 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 1591 5 0 715 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 0 0 0 0 0 1675 5 0 753 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 0 0 1675 5 0 753 0

Critical Gap Module:
Critical Gp: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx
Control Del: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: *

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

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Recycling Center Driveway No. 1 (Inbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name: Recycling Center Driveway No. 1 (Adams Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

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

Volume Module:

Table with 13 columns for traffic movements and 13 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with 13 columns for traffic movements and 2 rows for Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for traffic movements and 4 rows for Capacity metrics including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for traffic movements and 10 rows for Level of Service metrics including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Recycling Center Driveway No. 1 (Inbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name: Recycling Center Driveway No. 1 (Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 0 0 2 1 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1043 30 0 1703 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1043 30 0 1703 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 1043 30 0 1703 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 0 0 0 0 0 1098 32 0 1793 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 0 0 0 0 0 1098 32 0 1793 0

Critical Gap Module:
Critical Gp: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
Move Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
Control Del: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * *

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

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Recycling Center Driveway No. 1 (Inbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

AM Cumulative
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Recycling Center Driveway No. 2 (Outbound Only) at Adams Avenue

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[12.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Recycling Center Driveway No. 2 (Outbound Only) at Adams Avenue

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Cumulative
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Recycling Center Driveway No. 2 (Outbound Only) at Adams Avenue

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.9]

Street Name: Recycling Center Driveway No. 2 (Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 0 0 0 0 0 0 3 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 30 0 0 0 0 1043 0 0 1703 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 30 0 0 0 0 1043 0 0 1703 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 30 0 0 0 0 1043 0 0 1703 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 32 0 0 0 0 1098 0 0 1793 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 32 0 0 0 0 1098 0 0 1793 0

Critical Gap Module:
Critical Gp: xxxxx xxxx 6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: xxxxx xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxxx xxxx 366 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxxx xxxx 637 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: xxxxx xxxx 637 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: xxxxx xxxx 0.05 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxx 0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Control Del: xxxxx xxxx 10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * B * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: 10.9 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *

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

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Recycling Center Driveway No. 2 (Outbound Only) at Adams Avenue

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #1 Mesa Verde Drive/Placentia Avenue at Adams Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Street Name: Mesa Verde Drive/Placentia Avenue

Adams Avenue

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

Volume Module:

Base Vol:	204	262	252	27	268	122	111	2475	226	177	701	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:	204	262	252	27	268	122	111	2475	226	177	701	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:	204	262	252	27	268	122	111	2475	226	177	701	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:	204	262	252	27	268	122	111	2475	226	177	701	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	262	252	27	268	122	111	2475	226	177	701	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
Final Volume:	204	262	252	27	268	122	111	2475	226	177	701	25
OvlAdjVol:									124			

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.90	0.10
Final Sat.:	3200	1600	1600	1600	3200	1600	1600	4800	1600	1600	4635	165

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.02	0.08	0.08	0.07	0.52	0.14	0.11	0.15	0.15
OvlAdjV/S:									0.08			
Crit Moves:	****			****			****			****		

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Additional Intersections

Level Of Service Computation Report

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

Intersection #1 Mesa Verde Drive/Placentia Avenue at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

PM Cum
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Additional Intersections

Level Of Service Computation Report

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

Intersection #1 Mesa Verde Drive/Placentia Avenue at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Mesa Verde Drive/Placentia Avenue and Adams Avenue with various traffic movements and lane configurations.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat. for different traffic movements.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, OvlAdjV/S, and Crit Moves.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #1 Mesa Verde Drive/Placentia Avenue at Adams Avenue

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

Street Name:Mesa Verde Drive/Placentia Avenue

Adams Avenue

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

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

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Additional Intersections

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and South Coast Drive with various movement and control details.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and South Coast Drive with various traffic movements and control types.

Volume Module:

Table showing traffic volume data for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module:

Table showing saturation flow data for Sat/Lane, Adjustment, Lanes, and Final Sat. across different approaches.

Capacity Analysis Module:

Table showing capacity analysis data for Vol/Sat and Crit Moves across different approaches.

PM Cum
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 Additional Intersections

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 150 Level Of Service: C

Street Name:	Harbor Boulevard						South Coast Drive														
Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Protected			Protected			Permitted			Protected											
Rights:	Ovl			Include			Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0									
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0									
Lanes:	2	0	3	1	1		2	0	4	0	1		1	1		2	0	2	0	1	

Volume Module:

Base Vol:	431	2046	233	148	1732	118	35	76	386	410	1044	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	2046	233	148	1732	118	35	76	386	410	1044	261
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:	431	2046	233	148	1732	118	35	76	386	410	1044	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	2046	233	148	1732	118	35	76	386	410	1044	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	2046	233	148	1732	118	35	76	386	410	1044	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	2046	233	148	1732	118	35	76	386	410	1044	261

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.00	2.00	4.00	1.00	1.00	0.33	1.67	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	1600	526	2674	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.13	0.32	0.15	0.05	0.27	0.07	0.02	0.14	0.14	0.13	0.33	0.16
Crit Moves:	****				****						****	

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Additional Intersections

Level Of Service Computation Report

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

Intersection #2 Harbor Boulevard at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and South Coast Drive with various approach and movement details.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows list various volume and adjustment factors.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows list saturation flow and adjustment values.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves. Rows list capacity analysis results.

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Harbor Boulevard						I-405 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	0	4	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1389	0	0	1418	1334	0	0	0	498	0	850
Growth Adj:	1.00	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	1389	0	0	1418	1334	0	0	0	498	0	850
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	1389	0	0	1418	1334	0	0	0	498	0	850
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1389	0	0	1418	0	0	0	0	498	0	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1389	0	0	1418	0	0	0	0	498	0	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1389	0	0	1418	0	0	0	0	498	0	850

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.11	xxxx	1.89
Final Sat.:	0	6400	0	0	6400	1600	0	0	0	1773	0	3027

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Moves:	****			****						****		

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Additional Intersections

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and I-405 NB Ramps with various traffic control settings.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, and performance metrics.

PM Cum
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 Additional Intersections

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

Street Name:	Harbor Boulevard						I-405 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	0	4	0	0	0	1	0	1

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Volume Module:

Base Vol:	0	1685	0	0	1742	1128	0	0	0	798	0	1037
Growth Adj:	1.00	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	1685	0	0	1742	1128	0	0	0	798	0	1037
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	1685	0	0	1742	1128	0	0	0	798	0	1037
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1685	0	0	1742	0	0	0	0	798	0	1037
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1685	0	0	1742	0	0	0	0	798	0	1037
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1685	0	0	1742	0	0	0	0	798	0	1037

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.30	0.00	1.70
Final Sat.:	0	6400	0	0	6400	1600	0	0	0	2087	0	2713

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Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Crit Moves:	****			****						****		

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Additional Intersections

Level Of Service Computation Report

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

Intersection #3 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 NB Ramps with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for each approach.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with various movement details.

Volume Module: Table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various movements.

Capacity Analysis Module: Table showing Vol/Sat and Crit Moves for various movements.

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Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, and Volume Module. Rows include Harbor Boulevard and I-405 SB Ramps with various movement and control settings.

Table with columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with columns for Capacity Analysis Module. Rows include Vol/Sat and Crit Moves.

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Harbor Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	1	1	0	1	0	0	0

Volume Module:												
Base Vol:	0	1461	707	0	2566	0	178	0	868	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1461	707	0	2566	0	178	0	868	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1461	707	0	2566	0	178	0	868	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1461	0	0	2566	0	178	0	868	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1461	0	0	2566	0	178	0	868	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1461	0	0	2566	0	178	0	868	0	0	0

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	4.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4800	1600	0	6400	0	1600	0	3200	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.40	0.00	0.11	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****					

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Additional Intersections

Level Of Service Computation Report

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

Intersection #4 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with sub-rows for North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include Harbor Boulevard and I-405 SB Ramps.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Harbor Boulevard and I-405 SB Ramps.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves. Rows include Harbor Boulevard and I-405 SB Ramps.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Victoria Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Street Name: Harbor Boulevard Victoria Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 59 652 48 144 1046 198 313 1420 148 150 690 132
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 59 652 48 144 1046 198 313 1420 148 150 690 132
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 59 652 48 144 1046 198 313 1420 148 150 690 132
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 59 652 48 144 1046 198 313 1420 148 150 690 132
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 652 48 144 1046 198 313 1420 148 150 690 132
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 652 48 144 1046 198 313 1420 148 150 690 132
OvlAdjVol: 42

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.04 0.14 0.03 0.09 0.22 0.12 0.10 0.44 0.09 0.05 0.22 0.08
OvlAdjV/S: 0.03
Crit Moves: **** **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Victoria Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Street Name: Harbor Boulevard Victoria Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Include Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:

Base Vol: 59 673 48 145 1050 201 331 1420 148 150 690 133

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 59 673 48 145 1050 201 331 1420 148 150 690 133

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: 59 673 48 145 1050 201 331 1420 148 150 690 133

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 59 673 48 145 1050 201 331 1420 148 150 690 133

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 59 673 48 145 1050 201 331 1420 148 150 690 133

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 59 673 48 145 1050 201 331 1420 148 150 690 133

OvlAdjVol: 35

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 1600 4800 1600 1600 4800 1600 3200 3200 1600 3200 3200 1600

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Capacity Analysis Module:

Vol/Sat: 0.04 0.14 0.03 0.09 0.22 0.13 0.10 0.44 0.09 0.05 0.22 0.08

OvlAdjV/S: 0.02

Crit Moves: **** **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Victoria Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and Victoria Street with various movement details.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, OvlAdjV/S, and Crit Moves.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #5 Harbor Boulevard at Victoria Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Harbor Boulevard Victoria Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 206 1286 135 117 1368 367 271 583 145 94 1306 126
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 206 1286 135 117 1368 367 271 583 145 94 1306 126
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 206 1286 135 117 1368 367 271 583 145 94 1306 126
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 206 1286 135 117 1368 367 271 583 145 94 1306 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 206 1286 135 117 1368 367 271 583 145 94 1306 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 206 1286 135 117 1368 367 271 583 145 94 1306 126
OvlAdjVol: 232

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.13 0.27 0.08 0.07 0.28 0.23 0.08 0.18 0.09 0.03 0.41 0.08
OvlAdjV/S: 0.14
Crit Moves: **** **** **** ****

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 Additional Intersections

Level Of Service Computation Report

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

 Intersection #6 Fairview Road at South Coast Drive

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 98 Level Of Service: C

Street Name:	Fairview Road						South Coast Drive										
	North Bound			South Bound			East Bound			West Bound							
	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0					
Lanes:	2	0	3	0	1	0	1	0	1	1	1	1	2	0	2	0	1

Volume Module:

Base Vol:	44	2105	68	250	1342	177	299	109	71	13	72	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2105	68	250	1342	177	299	109	71	13	72	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2105	68	250	1342	177	299	109	71	13	72	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:	44	2105	68	250	1342	177	299	109	71	13	72	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2105	68	250	1342	177	299	109	71	13	72	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:	44	2105	68	250	1342	177	299	109	71	13	72	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:	2.00	3.00	1.00	2.00	2.65	0.35	1.00	1.82	1.18	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4241	559	1600	2907	1893	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.44	0.04	0.08	0.32	0.32	0.19	0.04	0.04	0.00	0.02	0.06
Crit Moves:	****			****			****			****		

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Additional Intersections

Level Of Service Computation Report

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

Intersection #6 Fairview Road at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name: Fairview Road South Coast Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

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Volume Module:
Base Vol: 44 2121 68 250 1413 177 299 109 71 13 72 101
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 44 2121 68 250 1413 177 299 109 71 13 72 101
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 44 2121 68 250 1413 177 299 109 71 13 72 101
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: 44 2121 68 250 1413 177 299 109 71 13 72 101
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 2121 68 250 1413 177 299 109 71 13 72 101
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: 44 2121 68 250 1413 177 299 109 71 13 72 101

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Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 2.67 0.33 1.00 1.82 1.18 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4266 534 1600 2907 1893 3200 3200 1600

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Capacity Analysis Module:
Vol/Sat: 0.01 0.44 0.04 0.08 0.33 0.33 0.19 0.04 0.04 0.00 0.02 0.06
Crit Moves: **** **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #6 Fairview Road at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Street Name: Fairview Road South Coast Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

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Volume Module:
Base Vol: 132 2149 399 82 1596 64 84 229 548 326 296 172
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 132 2149 399 82 1596 64 84 229 548 326 296 172
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 132 2149 399 82 1596 64 84 229 548 326 296 172
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 132 2149 399 82 1596 64 84 229 548 326 296 172
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 2149 399 82 1596 64 84 229 548 326 296 172
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 132 2149 399 82 1596 64 84 229 548 326 296 172

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Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 2.88 0.12 1.00 1.00 2.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4615 185 1600 1600 3200 3200 3200 1600

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Capacity Analysis Module:
Vol/Sat: 0.04 0.45 0.25 0.03 0.35 0.35 0.05 0.14 0.17 0.10 0.09 0.11
Crit Moves: **** **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #6 Fairview Road at South Coast Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name: Fairview Road South Coast Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 132 2206 399 82 1653 64 84 229 548 326 296 172
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 132 2206 399 82 1653 64 84 229 548 326 296 172
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 132 2206 399 82 1653 64 84 229 548 326 296 172
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 132 2206 399 82 1653 64 84 229 548 326 296 172
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 2206 399 82 1653 64 84 229 548 326 296 172
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 132 2206 399 82 1653 64 84 229 548 326 296 172

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 2.89 0.11 1.00 1.00 2.00 2.00 2.00 1.00
Final Sat.: 3200 4800 1600 3200 4621 179 1600 1600 3200 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.46 0.25 0.03 0.36 0.36 0.05 0.14 0.17 0.10 0.09 0.11
Crit Moves: **** **** **** ****

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Additional Intersections

Level Of Service Computation Report

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

Intersection #7 Bear Street at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name: Bear Street Baker Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 63 107 19 192 221 359 354 1079 279 24 461 104
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 63 107 19 192 221 359 354 1079 279 24 461 104
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: 63 107 19 192 221 359 354 1079 279 24 461 104
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: 63 107 19 192 221 359 354 1079 279 24 461 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 107 19 192 221 359 354 1079 279 24 461 104
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: 63 107 19 192 221 359 354 1079 279 24 461 104
OvlAdjVol: 5

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.85 0.15 2.00 1.00 2.00 2.00 1.59 0.41 1.00 2.45 0.55
Final Sat.: 1600 1359 241 3200 1600 3200 3200 2543 657 1600 3916 884

Capacity Analysis Module:

Vol/Sat: 0.04 0.08 0.08 0.06 0.14 0.11 0.11 0.42 0.42 0.02 0.12 0.12
OvlAdjV/S: 0.00
Crit Moves: ****

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 Additional Intersections

Level Of Service Computation Report

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

Intersection #7 Bear Street at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: B

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

Volume Module:

Base Vol:	63	107	19	192	221	370	357	1083	279	24	484	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	107	19	192	221	370	357	1083	279	24	484	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:	63	107	19	192	221	370	357	1083	279	24	484	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:	63	107	19	192	221	370	357	1083	279	24	484	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	107	19	192	221	370	357	1083	279	24	484	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
Final Volume:	63	107	19	192	221	370	357	1083	279	24	484	104
OvlAdjVol:	13											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	2.00	1.00	2.00	2.00	1.59	0.41	1.00	2.47	0.53
Final Sat.:	1600	1359	241	3200	1600	3200	3200	2544	656	1600	3951	849

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.08	0.06	0.14	0.12	0.11	0.43	0.43	0.02	0.12	0.12
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

PM Cum
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #7 Bear Street at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Table with columns for Street Name (Bear Street, Baker Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

PM Cum Plus Project
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Additional Intersections

Level Of Service Computation Report

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

Intersection #7 Bear Street at Baker Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Table with columns for Street Name (Bear Street, Baker Street), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

AM Cum
 2.13.3396.1 Orange Coast College
 Additional Intersections

Level Of Service Computation Report

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

Intersection #8 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Newport Boulevard/SR-55 SB Ramps						Fair Drive													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

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

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Volume Module:

Base Vol:	0	0	0	223	606	609	0	1005	47	125	300	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	223	606	609	0	1005	47	125	300	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	223	606	609	0	1005	47	125	300	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	223	606	0	0	1005	47	125	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	606	0	0	1005	47	125	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	223	606	0	0	1005	47	125	300	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.82	0.18	1.00	2.00	0.00
Final Sat.:	0	0	0	1600	4800	1600	0	6114	286	1600	3200	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.13	0.00	0.00	0.16	0.16	0.08	0.09	0.00
Crit Moves:				****				****		****		

AM Cum Plus Project
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #8 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, and other capacity metrics.

PM Cum
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Additional Intersections

Level Of Service Computation Report

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

Intersection #8 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, and other capacity-related metrics.

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Additional Intersections

Level Of Service Computation Report

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

Intersection #8 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, and asterisks indicating values.

AM Cum
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #9 Newport Boulevard/SR-55 NB Ramps at Del Mar Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 163 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes for North Bound, South Bound, East Bound, and West Bound.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

AM Cum Plus Project
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #9 Newport Boulevard/SR-55 NB Ramps at Del Mar Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 175 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound and South Bound movements for Del Mar Avenue.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

PM Cum
2.13.3396.1 Orange Coast College
Additional Intersections

Level Of Service Computation Report

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

Intersection #9 Newport Boulevard/SR-55 NB Ramps at Del Mar Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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

Volume Module: Table with 13 columns representing different traffic flows and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 2 rows showing Vol/Sat and Crit Moves.

PM Cum Plus Project
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 Additional Intersections

Level Of Service Computation Report

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

Intersection #9 Newport Boulevard/SR-55 NB Ramps at Del Mar Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name: Newport Boulevard/SR-55 NB Ramps Del Mar Avenue

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

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

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Volume Module:

Base Vol:	171	814	132	0	0	0	574	477	0	0	387	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	814	132	0	0	0	574	477	0	0	387	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	814	132	0	0	0	574	477	0	0	387	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	814	132	0	0	0	574	477	0	0	387	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	814	132	0	0	0	574	477	0	0	387	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	814	132	0	0	0	574	477	0	0	387	169

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	2.19	0.35	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	735	3498	567	0	0	0	3200	3200	0	0	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.23	0.23	0.23	0.00	0.00	0.00	0.18	0.15	0.00	0.00	0.12	0.11
Crit Moves:	****						****			****		

AM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #26 New Driveway at Adams Avenue

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[18.1]

Table with columns for Street Name (New Driveway, Adams Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for each approach.

Critical Gap Module table showing Critical Gp and FollowUpTim for each approach.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for each approach.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM Cumulative Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #26 New Driveway at Adams Avenue

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include New Driveway and Adams Avenue with sub-rows for North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include New Driveway and Adams Avenue.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Rows include New Driveway and Adams Avenue.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include New Driveway and Adams Avenue.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include New Driveway and Adams Avenue.

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

APPENDIX C

CALTRANS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX C-1

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

AM Existing
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Caltrans

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap. (X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): 26.7
Optimal Cycle: 79 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Fairview Road and I-405 NB Ramps with various movement and control details.

Volume Module: Table with columns for traffic volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) across different movements.

Saturation Flow Module: Table with columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) across different movements.

Capacity Analysis Module: Table with columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ) across different movements.

AM Existing Plus Project
2.13.3396.1 Orange Coast College
Caltrans

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 82 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Fairview Road and I-405 NB Ramps with various traffic signal settings.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

PM Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 12 Average Delay (sec/veh): 28.7
Optimal Cycle: 92 Level Of Service: C

Table with columns for Street Name (Fairview Road), Approach (North/South Bound), Movement (L-T-R), Control (Protected/Permitted/Split Phase), Rights (Include), and various timing parameters like Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ values.

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2.13.3396.1 Orange Coast College
Caltrans

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 12 Average Delay (sec/veh): 31.2
Optimal Cycle: 109 Level Of Service: C

Street Name: Fairview Road I-405 NB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 6 21 0 0 14 14 0 0 0 6 0 6

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 3 0 0 0 0 6 0 1 0 0 0 0 0 2 0 0 0 2

Volume Module:

Base Vol: 277 1262 0 0 1685 326 0 0 0 1032 0 1123

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 277 1262 0 0 1685 326 0 0 0 1032 0 1123

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: 277 1262 0 0 1685 326 0 0 0 1032 0 1123

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 292 1328 0 0 1774 343 0 0 0 1086 0 1182

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 292 1328 0 0 1774 343 0 0 0 1086 0 1182

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 292 1328 0 0 1774 343 0 0 0 1086 0 1182

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.91 1.00 1.00 0.91 0.85 1.00 1.00 1.00 0.92 1.00 0.75

Lanes: 1.00 3.00 0.00 0.00 6.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00

Final Sat.: 1805 5187 0 0 xxxx 1615 0 0 0 3502 0 2842

Capacity Analysis Module:

Vol/Sat: 0.16 0.26 0.00 0.00 0.17 0.21 0.00 0.00 0.00 0.31 0.00 0.42

Crit Moves: **** **** ****

Green/Cycle: 0.18 0.41 0.00 0.00 0.23 0.23 0.00 0.00 0.00 0.46 0.00 0.46

Volume/Cap: 0.91 0.62 0.00 0.00 0.73 0.91 0.00 0.00 0.00 0.68 0.00 0.91

Delay/Veh: 65.2 21.6 0.0 0.0 33.1 59.3 0.0 0.0 0.0 20.5 0.0 32.6

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 65.2 21.6 0.0 0.0 33.1 59.3 0.0 0.0 0.0 20.5 0.0 32.6

LOS by Move: E C A A C E A A A C A C

HCM2k95thQ: 21 20 0 0 18 24 0 0 0 23 0 36

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 2.13.3396.1 Orange Coast College
 Caltrans

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

 Intersection #8 Fairview Road at I-405 SB Ramps

 Cycle (sec): 90 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 12 Average Delay (sec/veh): 20.9
 Optimal Cycle: 63 Level Of Service: C

Street Name:	Fairview Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	18	6	21	0	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	1	3	0	3	0	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	700	969	1073	1165	0	246	0	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	700	969	1073	1165	0	246	0	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	969	1073	1165	0	246	0	271	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	737	1020	1129	1226	0	259	0	285	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	737	1020	1129	1226	0	259	0	285	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
Final Volume:	0	737	1020	1129	1226	0	259	0	285	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.83	0.83	0.92	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	2.00	3.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4736	3157	5253	5187	0	3502	0	2842	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.16	0.32	0.22	0.24	0.00	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.44	0.44	0.29	0.73	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.74	0.74	0.32	0.00	0.54	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	0.0	16.8	22.2	30.7	4.3	0.0	37.5	0.0	44.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	22.2	30.7	4.3	0.0	37.5	0.0	44.6	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	D	A	D	A	A	A
HCM2k95thQ:	0	10	25	20	9	0	8	0	12	0	0	0

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.791
 Loss Time (sec): 12 Average Delay (sec/veh): 21.8
 Optimal Cycle: 73 Level Of Service: C

Street Name: Fairview Road I-405 SB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected			Split Phase			Split Phase										
Rights:	Include			Include			Include			Include										
Min. Green:	0	18	18	6	21	0	6	0	6	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	3	1	1	3	0	3	0	0	2	0	0	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	731	1012	1073	1458	0	246	0	360	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	731	1012	1073	1458	0	246	0	360	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	731	1012	1073	1458	0	246	0	360	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	769	1065	1129	1535	0	259	0	379	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	769	1065	1129	1535	0	259	0	379	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
Final Volume:	0	769	1065	1129	1535	0	259	0	379	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.83	0.83	0.92	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	2.00	3.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4736	3157	5253	5187	0	3502	0	2842	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.34	0.22	0.30	0.00	0.07	0.00	0.13	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.43	0.43	0.27	0.70	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.38	0.79	0.79	0.42	0.00	0.44	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	17.7	24.3	33.5	5.9	0.0	34.1	0.0	44.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	24.3	33.5	5.9	0.0	34.1	0.0	44.6	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	11	28	22	13	0	7	0	15	0	0	0

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap. (X): 0.632
 Loss Time (sec): 12 Average Delay (sec/veh): 22.6
 Optimal Cycle: 50 Level Of Service: C

Street Name:		Fairview Road						I-405 SB Ramps													
Approach:		North Bound			South Bound			East Bound			West Bound										
Movement:		L	T	R	L	T	R	L	T	R	L	T	R								
Control:		Permitted			Protected			Split Phase			Split Phase										
Rights:		Include			Include			Include			Include										
Min. Green:		0	18	18	6	21	0	6	0	6	0	0	0								
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:		0	0	3	1	1	3	0	3	0	0	2	0	0	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	937	524	1048	1427	0	462	0	404	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	937	524	1048	1427	0	462	0	404	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	937	524	1048	1427	0	462	0	404	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	986	552	1103	1502	0	486	0	425	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	986	552	1103	1502	0	486	0	425	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
Final Volume:	0	986	552	1103	1502	0	486	0	425	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.92	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.21	1.79	3.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5245	2933	5253	5187	0	3502	0	2842	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.19	0.21	0.29	0.00	0.14	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.30	0.33	0.63	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.63	0.63	0.46	0.00	0.59	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	27.9	27.9	26.2	8.8	0.0	31.5	0.0	32.8	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:	0.0	27.9	27.9	26.2	8.8	0.0	31.5	0.0	32.8	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	17	17	18	15	0	13	0	13	0	0	0

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.703
 Loss Time (sec): 12 Average Delay (sec/veh): 23.4
 Optimal Cycle: 58 Level Of Service: C

Street Name: Fairview Road I-405 SB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	18	6	21	0	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	1	3	0	3	0	0	2	0
	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	1058	692	1048	1648	0	462	0	467	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1058	692	1048	1648	0	462	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:	0	1058	692	1048	1648	0	462	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1114	728	1103	1735	0	486	0	492	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1114	728	1103	1735	0	486	0	492	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1114	728	1103	1735	0	486	0	492	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.92	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.02	1.98	3.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4918	3217	5253	5187	0	3502	0	2842	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.23	0.21	0.33	0.00	0.14	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.32	0.32	0.30	0.62	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.70	0.54	0.00	0.56	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	27.6	27.6	29.5	9.9	0.0	30.6	0.0	34.2	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:	0.0	27.6	27.6	29.5	9.9	0.0	30.6	0.0	34.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	20	20	19	19	0	13	0	16	0	0	0

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

Intersection #28 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 8 Average Delay (sec/veh): 19.6
Optimal Cycle: 36 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and I-405 NB Ramps with various movement and control details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include Harbor Boulevard and I-405 NB Ramps.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Harbor Boulevard and I-405 NB Ramps.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Harbor Boulevard and I-405 NB Ramps.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 8 Average Delay (sec/veh): 19.5
Optimal Cycle: 36 Level Of Service: B

Street Name: Harbor Boulevard I-405 NB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Ignore			Include			Include			
Min. Green:	0	22	0	0	6	6	0	0	0	6	6	6	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	4	0	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1275	0	0	1354	1224	0	0	0	454	0	780
Growth Adj:	1.00	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	1275	0	0	1354	1224	0	0	0	454	0	780
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	1275	0	0	1354	1224	0	0	0	454	0	780
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1342	0	0	1425	0	0	0	0	478	0	821
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1342	0	0	1425	0	0	0	0	478	0	821
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1342	0	0	1425	0	0	0	0	478	0	821

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	0	6916	0	0	6916	1900	0	0	0	2310	0	2756

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.30
Crit Moves:				****								****
Green/Cycle:	0.00	0.37	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.52	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.38	0.00	0.55
Delay/Veh:	0.0	22.2	0.0	0.0	22.6	0.0	0.0	0.0	0.0	12.2	0.0	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	0.0	22.6	0.0	0.0	0.0	0.0	12.2	0.0	13.9
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2k95thQ:	0	15	0	0	17	0	0	0	0	11	0	18

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

Intersection #28 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 Average Delay (sec/veh): 21.3
Optimal Cycle: 45 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and I-405 NB Ramps with various movement and control details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include Harbor Boulevard and I-405 NB Ramps.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Harbor Boulevard and I-405 NB Ramps.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows include Harbor Boulevard and I-405 NB Ramps.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.684
 Loss Time (sec): 8 Average Delay (sec/veh): 21.4
 Optimal Cycle: 46 Level Of Service: C

Street Name:	Harbor Boulevard						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	22	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	0	4	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1589	0	0	1629	1035	0	0	0	727	0	951
Growth Adj:	1.00	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	1589	0	0	1629	1035	0	0	0	727	0	951
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	1589	0	0	1629	1035	0	0	0	727	0	951
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1673	0	0	1715	0	0	0	0	765	0	1001
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1673	0	0	1715	0	0	0	0	765	0	1001
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1673	0	0	1715	0	0	0	0	765	0	1001

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	4.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.43	0.00	1.57
Final Sat.:	0	6916	0	0	6916	1900	0	0	0	2439	0	2667

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.31	0.00	0.38
Crit Moves:				****						****		
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Volume/Cap:	0.00	0.67	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.57	0.00	0.68
Delay/Veh:	0.0	24.8	0.0	0.0	25.1	0.0	0.0	0.0	0.0	13.6	0.0	15.4
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	24.8	0.0	0.0	25.1	0.0	0.0	0.0	0.0	13.6	0.0	15.4
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2k95thQ:	0	21	0	0	22	0	0	0	0	19	0	24

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 8 Average Delay (sec/veh): 13.8
Optimal Cycle: 31 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with various movement and control settings.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for various movements.

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

Intersection #29 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 8 Average Delay (sec/veh): 15.2
Optimal Cycle: 33 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with various movement and control details.

Volume Module: Table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various movements.

Capacity Analysis Module: Table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for various movements.

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

Intersection #29 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 8 Average Delay (sec/veh): 17.4
Optimal Cycle: 46 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with various movement details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #29 Harbor Boulevard at I-405 SB Ramps

 Cycle (sec): 90 Critical Vol./Cap. (X): 0.722
 Loss Time (sec): 8 Average Delay (sec/veh): 18.6
 Optimal Cycle: 50 Level Of Service: B

Street Name:	Harbor Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	6	6	0	6	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	4	1	0	1	0	0	0

Volume Module:

Base Vol:	0	1383	712	0	2380	0	163	0	850	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1383	712	0	2380	0	163	0	850	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1383	712	0	2380	0	163	0	850	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1456	0	0	2505	0	172	0	895	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1456	0	0	2505	0	172	0	895	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1456	0	0	2505	0	172	0	895	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.87	1.00	0.87	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	4.00	0.00	1.16	0.00	1.84	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	6916	0	1912	0	3030	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.00	0.00	0.36	0.00	0.09	0.00	0.30	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.00	0.00	0.72	0.00	0.22	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	15.8	0.0	0.0	18.3	0.0	17.3	0.0	24.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	0.0	0.0	18.3	0.0	17.3	0.0	24.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	C	A	A	A
HCM2k95thQ:	0	19	0	0	28	0	5	0	23	0	0	0

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

Intersection #33 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 12 Average Delay (sec/veh): 21.4
Optimal Cycle: 71 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.406
 Loss Time (sec): 12 Average Delay (sec/veh): 21.3
 Optimal Cycle: 71 Level Of Service: C

Street Name: Newport Boulevard/SR-55 SB Ramps Fair Drive

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	34	34	34	0	19	19	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	3	0	0	3	1	0	2

Volume Module:

Base Vol:	0	0	0	205	556	606	0	937	48	115	329	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	205	556	606	0	937	48	115	329	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	205	556	606	0	937	48	115	329	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	216	585	0	0	986	51	121	346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	216	585	0	0	986	51	121	346	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	216	585	0	0	986	51	121	346	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	0.85	0.91	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.81	0.19	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	5187	1900	0	6533	335	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.11	0.00	0.00	0.15	0.15	0.07	0.10	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.34	0.34	0.15	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.30	0.00	0.00	0.45	0.45	0.45	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	19.7	0.0	0.0	23.3	23.3	36.0	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.5	19.7	0.0	0.0	23.3	23.3	36.0	13.1	0.0
LOS by Move:	A	A	A	C	B	A	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	9	8	0	0	12	12	7	6	0

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

Intersection #33 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 90 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 71 Level Of Service: B

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

Volume Module: Table with 13 columns for different volume metrics and 4 columns for North, South, East, West bounds.

Saturation Flow Module: Table with 13 columns for saturation flow metrics and 4 columns for North, South, East, West bounds.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 4 columns for North, South, East, West bounds.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.552
 Loss Time (sec): 12 Average Delay (sec/veh): 20.4
 Optimal Cycle: 71 Level Of Service: C

Street Name: Newport Boulevard/SR-55 SB Ramps Fair Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	34	34	34	0	19	19	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	3	0	0	3	1	0	2

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Volume Module:

Base Vol:	0	0	0	328	1472	1467	0	639	69	121	395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	328	1472	1467	0	639	69	121	395	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	328	1472	1467	0	639	69	121	395	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	345	1549	0	0	673	73	127	416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	1549	0	0	673	73	127	416	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	345	1549	0	0	673	73	127	416	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.91	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	5187	1900	0	6148	664	1805	3610	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.21	0.30	0.00	0.00	0.11	0.11	0.07	0.12	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.21	0.21	0.13	0.34	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.56	0.00	0.00	0.52	0.52	0.56	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	12.9	14.4	0.0	0.0	31.8	31.8	40.3	22.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	14.4	0.0	0.0	31.8	31.8	40.3	22.6	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	C	A
HCM2k95thQ:	0	0	0	11	20	0	0	11	11	8	9	0

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Boulevard/SR-55 NB Ramps at Fair Drive/Del Mar Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 12 Average Delay (sec/veh): 37.6
Optimal Cycle: 119 Level Of Service: D

Street Name: Newport Boulevard/SR-55 NB Ramps Fair Drive/Del Mar Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 4 columns for approaches (North, South, East, West) and 3 rows for Control, Rights, and Lanes. Values include Split Phase, Protected, and Permitted configurations.

Volume Module:

Table with 13 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows for different approaches.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat) and 4 rows for different approaches.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ) and 4 rows for different approaches.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #34 Newport Boulevard/SR-55 NB Ramps at Fair Drive/Del Mar Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943
 Loss Time (sec): 12 Average Delay (sec/veh): 38.6
 Optimal Cycle: 125 Level Of Service: D

Street Name:	Newport Boulevard/SR-55 NB Ramps						Fair Drive/Del Mar Avenue													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase						Split Phase						Protected			Permitted				
Rights:	Include						Include						Include			Include				
Min. Green:	19	19	19	0	0	0	6	20	0	0	6	6								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	1	1	1	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	1

Volume Module:

Base Vol:	180	1638	122	0	0	0	784	372	0	0	264	274
Growth Adj:	1.00	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	1638	122	0	0	0	784	372	0	0	264	274
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	1638	122	0	0	0	784	372	0	0	264	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	189	1724	128	0	0	0	825	392	0	0	278	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1724	128	0	0	0	825	392	0	0	278	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1724	128	0	0	0	825	392	0	0	278	288

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.85
Lanes:	0.28	2.53	0.19	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	470	4279	319	0	0	0	3502	3610	0	0	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.40	0.40	0.40	0.00	0.00	0.00	0.24	0.11	0.00	0.00	0.08	0.18
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.00	0.00	0.00	0.25	0.44	0.00	0.00	0.19	0.19
Volume/Cap:	0.94	0.94	0.94	0.00	0.00	0.00	0.94	0.25	0.00	0.00	0.41	0.94
Delay/Veh:	33.9	33.9	33.9	0.0	0.0	0.0	51.3	15.9	0.0	0.0	32.4	72.5
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:	33.9	33.9	33.9	0.0	0.0	0.0	51.3	15.9	0.0	0.0	32.4	72.5
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	E
HCM2k95thQ:	42	42	42	0	0	0	28	7	0	0	8	22

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Boulevard/SR-55 NB Ramps at Fair Drive/Del Mar Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): 24.0
Optimal Cycle: 51 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Newport Boulevard/SR-55 NB Ramps and Fair Drive/Del Mar Avenue with various traffic control settings.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for various movements.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Boulevard/SR-55 NB Ramps at Fair Drive/Del Mar Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 12 Average Delay (sec/veh): 24.3
Optimal Cycle: 51 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. It details traffic flow for Newport Boulevard/SR-55 NB Ramps and Fair Drive/Del Mar Avenue.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

APPENDIX C-II

YEAR 2024 PLUS PROJECT TRAFFIC CONDITIONS

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 12 Average Delay (sec/veh): 30.4
Optimal Cycle: 109 Level Of Service: C

Street Name: Fairview Road I-405 NB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 6 21 0 0 14 14 0 0 0 6 0 6

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 3 0 0 0 0 6 0 1 0 0 0 0 0 2 0 0 0 2

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Volume Module:

Base Vol: 250 831 0 0 1507 393 0 0 0 864 0 1050

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 250 831 0 0 1507 393 0 0 0 864 0 1050

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: 250 831 0 0 1507 393 0 0 0 864 0 1050

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 263 875 0 0 1586 414 0 0 0 909 0 1105

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 263 875 0 0 1586 414 0 0 0 909 0 1105

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 263 875 0 0 1586 414 0 0 0 909 0 1105

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.91 1.00 1.00 0.91 0.85 1.00 1.00 1.00 0.92 1.00 0.75

Lanes: 1.00 3.00 0.00 0.00 6.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00

Final Sat.: 1805 5187 0 0 xxxx 1615 0 0 0 3502 0 2842

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Capacity Analysis Module:

Vol/Sat: 0.15 0.17 0.00 0.00 0.15 0.26 0.00 0.00 0.00 0.26 0.00 0.39

Crit Moves: **** **** ****

Green/Cycle: 0.16 0.44 0.00 0.00 0.28 0.28 0.00 0.00 0.00 0.43 0.00 0.43

Volume/Cap: 0.91 0.38 0.00 0.00 0.54 0.91 0.00 0.00 0.00 0.61 0.00 0.91

Delay/Veh: 68.4 17.1 0.0 0.0 27.7 53.9 0.0 0.0 0.0 20.8 0.0 34.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 68.4 17.1 0.0 0.0 27.7 53.9 0.0 0.0 0.0 20.8 0.0 34.7

LOS by Move: E B A A C D A A A C A C

HCM2k95thQ: 20 12 0 0 14 27 0 0 0 19 0 35

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.923
 Loss Time (sec): 12 Average Delay (sec/veh): 31.6
 Optimal Cycle: 114 Level Of Service: C

Street Name:	Fairview Road						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	0	0	14	14	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	6	0	0	0	2	0	0

Volume Module:

Base Vol:	266	847	0	0	1578	393	0	0	0	1085	0	1050
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	847	0	0	1578	393	0	0	0	1085	0	1050
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:	266	847	0	0	1578	393	0	0	0	1085	0	1050
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	280	892	0	0	1661	414	0	0	0	1142	0	1105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	892	0	0	1661	414	0	0	0	1142	0	1105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	892	0	0	1661	414	0	0	0	1142	0	1105

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	1.00	3.00	0.00	0.00	6.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1805	5187	0	0	xxxx	1615	0	0	0	3502	0	2842

Capacity Analysis Module:

Vol/Sat:	0.16	0.17	0.00	0.00	0.16	0.26	0.00	0.00	0.00	0.33	0.00	0.39
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.45	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.92	0.39	0.00	0.00	0.58	0.92	0.00	0.00	0.00	0.77	0.00	0.92
Delay/Veh:	69.2	16.8	0.0	0.0	28.3	56.3	0.0	0.0	0.0	25.0	0.0	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	16.8	0.0	0.0	28.3	56.3	0.0	0.0	0.0	25.0	0.0	36.5
LOS by Move:	E	B	A	A	C	E	A	A	A	C	A	D
HCM2k95thQ:	21	12	0	0	15	27	0	0	0	27	0	35

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

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 12 Average Delay (sec/veh): 34.1
Optimal Cycle: 139 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Fairview Road and I-405 NB Ramps with various movement and control details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Fairview Road at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.007
 Loss Time (sec): 12 Average Delay (sec/veh): 38.4
 Optimal Cycle: 179 Level Of Service: D

Street Name:	Fairview Road						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	0	0	14	14	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	0	6	0	0	0	2	0	0

Volume Module:

Base Vol:	300	1407	0	0	1874	362	0	0	0	1127	0	1247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1407	0	0	1874	362	0	0	0	1127	0	1247
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:	300	1407	0	0	1874	362	0	0	0	1127	0	1247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	316	1481	0	0	1973	381	0	0	0	1186	0	1313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	1481	0	0	1973	381	0	0	0	1186	0	1313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	1481	0	0	1973	381	0	0	0	1186	0	1313

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	1.00	3.00	0.00	0.00	6.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1805	5187	0	0	xxxx	1615	0	0	0	3502	0	2842

Capacity Analysis Module:

Vol/Sat:	0.17	0.29	0.00	0.00	0.19	0.24	0.00	0.00	0.00	0.34	0.00	0.46
Crit Moves:	****					****						****
Green/Cycle:	0.17	0.41	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	1.01	0.70	0.00	0.00	0.81	1.01	0.00	0.00	0.00	0.74	0.00	1.01
Delay/Veh:	89.8	23.1	0.0	0.0	34.8	82.5	0.0	0.0	0.0	21.8	0.0	51.0
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:	89.8	23.1	0.0	0.0	34.8	82.5	0.0	0.0	0.0	21.8	0.0	51.0
LOS by Move:	F	C	A	A	C	F	A	A	A	C	A	D
HCM2k95thQ:	25	24	0	0	21	29	0	0	0	27	0	46

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 Average Delay (sec/veh): 22.5
Optimal Cycle: 78 Level Of Service: C

Table with columns for Street Name (Fairview Road), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Protected, Split Phase), Rights (Include), and various timing parameters like Min. Green, Y+R, and Lanes.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat. for each movement.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for each movement.

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

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.873
 Loss Time (sec): 12 Average Delay (sec/veh): 24.1
 Optimal Cycle: 94 Level Of Service: C

Street Name:		Fairview Road						I-405 SB Ramps													
Approach:		North Bound			South Bound			East Bound			West Bound										
Movement:		L	T	R	L	T	R	L	T	R	L	T	R								
Control:		Permitted			Protected			Split Phase			Split Phase										
Rights:		Include			Include			Include			Include										
Min. Green:		0	18	18	6	21	0	6	0	6	0	0	0								
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:		0	0	3	1	1	3	0	3	0	0	2	0	0	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	816	1119	1191	1593	0	273	0	390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	816	1119	1191	1593	0	273	0	390	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	816	1119	1191	1593	0	273	0	390	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	859	1178	1254	1677	0	287	0	411	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	859	1178	1254	1677	0	287	0	411	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
Final Volume:	0	859	1178	1254	1677	0	287	0	411	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.83	0.83	0.92	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	2.00	3.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4736	3157	5253	5187	0	3502	0	2842	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.37	0.24	0.32	0.00	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.43	0.43	0.27	0.70	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.87	0.87	0.46	0.00	0.50	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	27.4	37.4	6.0	0.0	34.8	0.0	52.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	27.4	37.4	6.0	0.0	34.8	0.0	52.9	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	12	33	26	14	0	8	0	17	0	0	0

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 12 Average Delay (sec/veh): 23.6
Optimal Cycle: 58 Level Of Service: C

Street Name: Fairview Road I-405 SB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Control, Rights, Min. Green, Y+R, and Lanes across four approaches: North Bound, South Bound, East Bound, and West Bound.

Volume Module:

Table showing volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Fairview Road at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.774
 Loss Time (sec): 12 Average Delay (sec/veh): 24.7
 Optimal Cycle: 69 Level Of Service: C

Street Name:		Fairview Road						I-405 SB Ramps													
Approach:		North Bound			South Bound			East Bound			West Bound										
Movement:		L	T	R	L	T	R	L	T	R	L	T	R								
Control:		Permitted			Protected			Split Phase			Split Phase										
Rights:		Include			Include			Include			Include										
Min. Green:		0	18	18	6	21	0	6	0	6	0	0	0								
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:		0	0	3	1	1	3	0	3	0	0	2	0	0	0	2	0	0	0	0	0

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Volume Module:

Base Vol:	0	1173	750	1163	1815	0	513	0	511	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1173	750	1163	1815	0	513	0	511	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1173	750	1163	1815	0	513	0	511	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1235	789	1224	1911	0	540	0	538	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1235	789	1224	1911	0	540	0	538	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
Final Volume:	0	1235	789	1224	1911	0	540	0	538	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.92	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.05	1.95	3.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4967	3176	5253	5187	0	3502	0	2842	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.25	0.23	0.37	0.00	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.30	0.62	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.77	0.77	0.77	0.59	0.00	0.63	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	29.1	29.1	31.1	10.5	0.0	31.9	0.0	37.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.1	29.1	31.1	10.5	0.0	31.9	0.0	37.1	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	A	D	A	A	A
HCM2k95thQ:	0	23	23	22	22	0	15	0	18	0	0	0

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

Intersection #28 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 8 Average Delay (sec/veh): 20.2
Optimal Cycle: 37 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 NB Ramps with various movement and control settings.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.603
 Loss Time (sec): 8 Average Delay (sec/veh): 20.1
 Optimal Cycle: 38 Level Of Service: C

Street Name:	Harbor Boulevard						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	22	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	0	4	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1403	0	0	1474	1334	0	0	0	498	0	850
Growth Adj:	1.00	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	1403	0	0	1474	1334	0	0	0	498	0	850
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	1403	0	0	1474	1334	0	0	0	498	0	850
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1477	0	0	1552	0	0	0	0	524	0	895
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1477	0	0	1552	0	0	0	0	524	0	895
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1477	0	0	1552	0	0	0	0	524	0	895

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	0	6916	0	0	6916	1900	0	0	0	2312	0	2753

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.00	0.32
Crit Moves:					****							****
Green/Cycle:	0.00	0.37	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.57	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.42	0.00	0.60
Delay/Veh:	0.0	22.9	0.0	0.0	23.3	0.0	0.0	0.0	0.0	12.5	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.9	0.0	0.0	23.3	0.0	0.0	0.0	0.0	12.5	0.0	14.6
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2k95thQ:	0	17	0	0	19	0	0	0	0	12	0	20

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

Intersection #28 Harbor Boulevard at I-405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 8 Average Delay (sec/veh): 22.4
Optimal Cycle: 53 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 NB Ramps with various movement and control details.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

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

 Intersection #28 Harbor Boulevard at I-405 NB Ramps

 Cycle (sec): 90 Critical Vol./Cap.(X): 0.748
 Loss Time (sec): 8 Average Delay (sec/veh): 22.6
 Optimal Cycle: 54 Level Of Service: C

Street Name:	Harbor Boulevard						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	22	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	0	4	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1737	0	0	1786	1128	0	0	0	798	0	1037
Growth Adj:	1.00	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	1737	0	0	1786	1128	0	0	0	798	0	1037
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	1737	0	0	1786	1128	0	0	0	798	0	1037
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1828	0	0	1880	0	0	0	0	840	0	1092
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1828	0	0	1880	0	0	0	0	840	0	1092
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1828	0	0	1880	0	0	0	0	840	0	1092

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	4.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.43	0.00	1.57
Final Sat.:	0	6916	0	0	6916	1900	0	0	0	2442	0	2664

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.34	0.00	0.41
Crit Moves:				****						****		
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Volume/Cap:	0.00	0.73	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.63	0.00	0.75
Delay/Veh:	0.0	25.9	0.0	0.0	26.3	0.0	0.0	0.0	0.0	14.4	0.0	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:	0.0	25.9	0.0	0.0	26.3	0.0	0.0	0.0	0.0	14.4	0.0	16.8
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2k95thQ:	0	24	0	0	25	0	0	0	0	21	0	28

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

Intersection #29 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 8 Average Delay (sec/veh): 14.4
Optimal Cycle: 33 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with various movement and control details.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 8 Average Delay (sec/veh): 15.7
Optimal Cycle: 36 Level Of Service: B

Street Name:	Harbor Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	6	6	0	6	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	0	4	1	0	1	0	0	0

Volume Module:

Base Vol:	0	1047	570	0	1997	0	308	0	578	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1047	570	0	1997	0	308	0	578	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1047	570	0	1997	0	308	0	578	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1102	0	0	2102	0	324	0	608	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1102	0	0	2102	0	324	0	608	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1102	0	0	2102	0	324	0	608	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	4.00	0.00	1.35	0.00	1.65	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	6916	0	2270	0	2784	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.00	0.00	0.30	0.00	0.14	0.00	0.22	0.00	0.00	0.00
Crit Moves:				****					****			
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.00	0.00	0.57	0.00	0.37	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	12.7	0.0	0.0	14.5	0.0	20.2	0.0	22.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	0.0	0.0	14.5	0.0	20.2	0.0	22.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2k95thQ:	0	13	0	0	20	0	10	0	16	0	0	0

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Harbor Boulevard at I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 8 Average Delay (sec/veh): 18.8
Optimal Cycle: 56 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Harbor Boulevard and I-405 SB Ramps with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for different approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ for different approaches.

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

 Intersection #29 Harbor Boulevard at I-405 SB Ramps

 Cycle (sec): 90 Critical Vol./Cap.(X): 0.797
 Loss Time (sec): 8 Average Delay (sec/veh): 20.2
 Optimal Cycle: 63 Level Of Service: C

Street Name:		Harbor Boulevard						I-405 SB Ramps													
Approach:		North Bound			South Bound			East Bound			West Bound										
Movement:		L	T	R	L	T	R	L	T	R	L	T	R								
Control:		Permitted			Permitted			Split Phase			Split Phase										
Rights:		Ignore			Include			Include			Include										
Min. Green:		0	6	6	0	6	0	6	6	6	0	0	0								
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:		0	0	3	0	1	0	0	4	0	0	1	0	1	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	1513	791	0	2610	0	178	0	947	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1513	791	0	2610	0	178	0	947	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1513	791	0	2610	0	178	0	947	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1593	0	0	2747	0	187	0	997	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1593	0	0	2747	0	187	0	997	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1593	0	0	2747	0	187	0	997	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.87	1.00	0.87	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	4.00	0.00	1.16	0.00	1.84	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	6916	0	1908	0	3034	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.00	0.00	0.40	0.00	0.10	0.00	0.33	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.00	0.00	0.80	0.00	0.24	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	16.8	0.0	0.0	20.1	0.0	17.3	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:	0.0	16.8	0.0	0.0	20.1	0.0	17.3	0.0	26.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C	A	B	A	C	A	A	A
HCM2k95thQ:	0	22	0	0	33	0	6	0	27	0	0	0

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

Intersection #33 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 12 Average Delay (sec/veh): 21.7
Optimal Cycle: 71 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include North Bound, South Bound, East Bound, West Bound movements and their respective traffic control settings.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows show volume data for each movement.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow data for each movement.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ. Rows show capacity analysis data for each movement.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.441
 Loss Time (sec): 12 Average Delay (sec/veh): 21.6
 Optimal Cycle: 71 Level Of Service: C

Street Name: Newport Boulevard/SR-55 SB Ramps Fair Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	34	34	34	0	19	19	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	3	0	0	3	1	0	2

Volume Module:

Base Vol:	0	0	0	223	606	656	0	1020	52	125	354	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	223	606	656	0	1020	52	125	354	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	223	606	656	0	1020	52	125	354	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	235	638	0	0	1074	55	132	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	638	0	0	1074	55	132	373	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	235	638	0	0	1074	55	132	373	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	0.85	0.91	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.81	0.19	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	5187	1900	0	6534	333	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.12	0.00	0.00	0.16	0.16	0.07	0.10	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.34	0.34	0.15	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.33	0.00	0.00	0.49	0.49	0.49	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	20.8	20.0	0.0	0.0	23.7	23.7	36.4	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.8	20.0	0.0	0.0	23.7	23.7	36.4	13.2	0.0
LOS by Move:	A	A	A	C	B	A	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	10	9	0	0	13	13	8	6	0

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Newport Boulevard/SR-55 SB Ramps at Fair Drive

Cycle (sec): 90 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): 20.5
Optimal Cycle: 71 Level Of Service: C

Street Name: Newport Boulevard/SR-55 SB Ramps Fair Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Table with 4 columns: Control, Rights, Min. Green, Y+R, Lanes. Rows include Split Phase, Permitted, and Protected configurations.

Volume Module:

Table with 13 columns for volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2k95thQ.

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

 Intersection #33 Newport Boulevard/SR-55 SB Ramps at Fair Drive

 Cycle (sec): 90 Critical Vol./Cap.(X): 0.601
 Loss Time (sec): 12 Average Delay (sec/veh): 21.0
 Optimal Cycle: 71 Level Of Service: C

Street Name: Newport Boulevard/SR-55 SB Ramps						Fair Drive							
Approach: North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Permitted			Protected			
Rights:	Include			Ignore			Include			Include			
Min. Green:	0	0	0	34	34	34	0	19	19	6	6	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	1	0	3	0	1	0	1	0	2	0

Volume Module:

Base Vol:	0	0	0	358	1604	1596	0	691	74	132	427	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	358	1604	1596	0	691	74	132	427	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	358	1604	1596	0	691	74	132	427	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	377	1688	0	0	727	78	139	449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	377	1688	0	0	727	78	139	449	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	377	1688	0	0	727	78	139	449	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	0.85	0.91	1.00	1.00	0.90	0.90	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	3.00	1.00	0.00	3.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	1615	5187	1900	0	6153	659	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.33	0.00	0.00	0.12	0.12	0.08	0.12	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.21	0.21	0.13	0.34	0.00
Volume/Cap:	0.00	0.00	0.00	0.44	0.61	0.00	0.00	0.56	0.56	0.61	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	13.3	15.1	0.0	0.0	32.3	32.3	42.2	22.8	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	13.3	15.1	0.0	0.0	32.3	32.3	42.2	22.8	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	C	A
HCM2k95thQ:	0	0	0	13	22	0	0	12	12	9	10	0

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Boulevard/SR-55 NB Ramps at Fair Drive/Del Mar Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): 51.8
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Newport Boulevard/SR-55 NB Ramps and Fair Drive/Del Mar Avenue with various traffic control settings.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each movement.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ for each movement.

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Boulevard/SR-55 NB Ramps at Fair Drive/Del Mar Avenue

Cycle (sec): 105 Critical Vol./Cap.(X): 1.005
 Loss Time (sec): 12 Average Delay (sec/veh): 53.6
 Optimal Cycle: 180 Level Of Service: D

Street Name: Newport Boulevard/SR-55 NB Ramps Fair Drive/Del Mar Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Protected			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	19	19	19	0	0	0	6	20	0	0	6	6								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	1	1	1	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	1

Volume Module:

Base Vol:	194	1785	133	0	0	0	854	405	0	0	285	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1785	133	0	0	0	854	405	0	0	285	299
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:	194	1785	133	0	0	0	854	405	0	0	285	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	1879	140	0	0	0	899	426	0	0	300	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1879	140	0	0	0	899	426	0	0	300	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1879	140	0	0	0	899	426	0	0	300	315

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.85
Lanes:	0.28	2.53	0.19	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	466	4284	319	0	0	0	3502	3610	0	0	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.44	0.44	0.44	0.00	0.00	0.00	0.26	0.12	0.00	0.00	0.08	0.19
Crit Moves:			****				****					****
Green/Cycle:	0.44	0.44	0.44	0.00	0.00	0.00	0.26	0.45	0.00	0.00	0.19	0.19
Volume/Cap:	1.01	1.01	1.01	0.00	0.00	0.00	1.01	0.26	0.00	0.00	0.43	1.01
Delay/Veh:	50.0	50.0	50.0	0.0	0.0	0.0	70.4	18.1	0.0	0.0	37.6	94.5
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:	50.0	50.0	50.0	0.0	0.0	0.0	70.4	18.1	0.0	0.0	37.6	94.5
LOS by Move:	D	D	D	A	A	A	E	B	A	A	D	F
HCM2k95thQ:	54	54	54	0	0	0	36	9	0	0	9	27

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Boulevard/SR-55 NB Ramps at Fair Drive/Del Mar Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 51 Level Of Service: C

Street Name: Newport Boulevard/SR-55 NB Ramps Fair Drive/Del Mar Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Permitted
Rights: Include Include Include Include
Min. Green: 19 19 19 0 0 0 6 20 0 0 6 6
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 1 1 0 0 0 0 0 0 0 2 0 2 0 0 0 0 2 0 1

Volume Module:
Base Vol: 152 814 132 0 0 0 542 450 0 0 363 169
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 152 814 132 0 0 0 542 450 0 0 363 169
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 152 814 132 0 0 0 542 450 0 0 363 169
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 160 857 139 0 0 0 571 474 0 0 382 178
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 857 139 0 0 0 571 474 0 0 382 178
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 160 857 139 0 0 0 571 474 0 0 382 178

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 1.00 1.00 1.00 0.92 0.95 1.00 1.00 0.95 0.85
Lanes: 0.42 2.22 0.36 0.00 0.00 0.00 2.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 690 3697 599 0 0 0 3502 3610 0 0 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.23 0.00 0.00 0.00 0.16 0.13 0.00 0.00 0.11 0.11
Crit Moves: **** ****
Green/Cycle: 0.40 0.40 0.40 0.00 0.00 0.00 0.28 0.47 0.00 0.00 0.18 0.18
Volume/Cap: 0.58 0.58 0.58 0.00 0.00 0.00 0.58 0.28 0.00 0.00 0.58 0.60
Delay/Veh: 21.4 21.4 21.4 0.0 0.0 0.0 28.6 14.9 0.0 0.0 34.8 37.2
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: 21.4 21.4 21.4 0.0 0.0 0.0 28.6 14.9 0.0 0.0 34.8 37.2
LOS by Move: C C C A A A C B A A C D
HCM2k95thQ: 18 18 18 0 0 0 14 8 0 0 11 11

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #34 Newport Boulevard/SR-55 NB Ramps at Fair Drive/Del Mar Avenue

Cycle (sec): 90 Critical Vol./Cap.(X): 0.602
 Loss Time (sec): 12 Average Delay (sec/veh): 25.0
 Optimal Cycle: 51 Level Of Service: C

Street Name: Newport Boulevard/SR-55 NB Ramps Fair Drive/Del Mar Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Protected			Permitted											
Rights:	Include			Include			Include			Include											
Min. Green:	19	19	19	0	0	0	6	20	0	0	6	6									
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0									
Lanes:	0	1	1	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	1

Volume Module:

Base Vol:	171	814	132	0	0	0	574	477	0	0	387	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	814	132	0	0	0	574	477	0	0	387	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	814	132	0	0	0	574	477	0	0	387	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	180	857	139	0	0	0	604	502	0	0	407	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	857	139	0	0	0	604	502	0	0	407	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	857	139	0	0	0	604	502	0	0	407	178

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.85
Lanes:	0.46	2.19	0.35	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	762	3627	588	0	0	0	3502	3610	0	0	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.24	0.00	0.00	0.00	0.17	0.14	0.00	0.00	0.11	0.11
Crit Moves:	****						****			****		
Green/Cycle:	0.39	0.39	0.39	0.00	0.00	0.00	0.29	0.47	0.00	0.00	0.19	0.19
Volume/Cap:	0.60	0.60	0.60	0.00	0.00	0.00	0.60	0.29	0.00	0.00	0.60	0.59
Delay/Veh:	22.3	22.3	22.3	0.0	0.0	0.0	28.7	14.6	0.0	0.0	35.0	36.4
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:	22.3	22.3	22.3	0.0	0.0	0.0	28.7	14.6	0.0	0.0	35.0	36.4
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2k95thQ:	18	18	18	0	0	0	15	9	0	0	12	10

APPENDIX D

SATURDAY TRAFFIC COUNT DATA AND LOS CALCULATION WORKSHEETS

APPENDIX D-1

SATURDAY TRAFFIC COUNT DATA

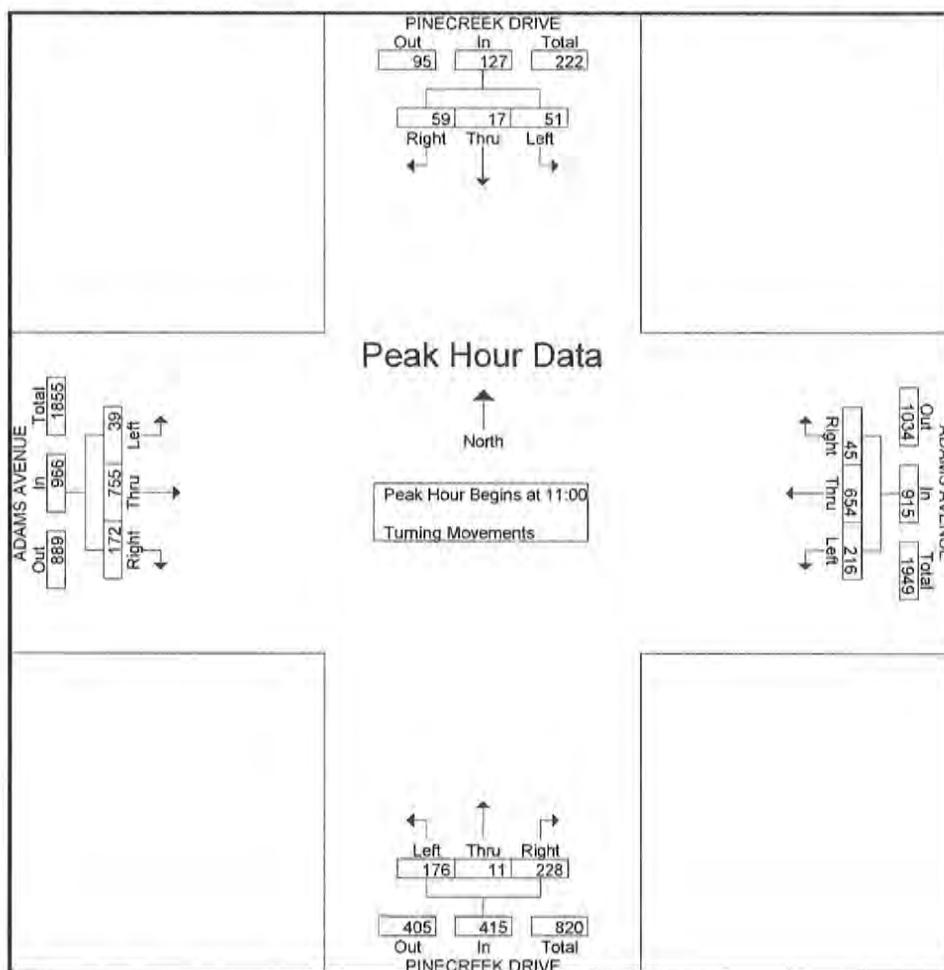
City: COSTA MESA
 N-S- Direction: PINECREEK DRIVE
 E-W Direction: ADAMS AVENUE

File Name : H1503029
 Site Code : 00003874
 Start Date : 3/7/2015
 Page No : 1

Groups Printed- Turning Movements

Start Time	PINECREEK DRIVE Southbound			ADAMS AVENUE Westbound			PINECREEK DRIVE Northbound			ADAMS AVENUE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00	14	6	12	13	161	55	62	0	37	34	185	12	591
11:15	17	1	13	7	187	56	45	3	57	45	198	9	638
11:30	14	9	14	11	149	53	58	5	39	53	189	10	604
11:45	14	1	12	14	157	52	63	3	43	40	183	8	590
Total	59	17	51	45	654	216	228	11	176	172	755	39	2423
12:00	14	1	17	19	175	41	72	2	36	34	151	15	577
12:15	20	2	8	15	157	56	64	1	43	29	179	9	583
12:30	21	3	10	9	186	36	66	3	40	26	161	13	574
12:45	24	1	7	14	174	37	62	2	35	35	202	7	600
Total	79	7	42	57	692	170	264	8	154	124	693	44	2334
13:00	26	0	5	15	203	40	66	7	31	24	166	10	593
13:15	23	2	11	11	140	30	50	1	47	24	154	11	504
13:30	23	3	12	18	174	31	59	3	29	23	179	12	566
13:45	18	3	7	12	187	25	47	0	35	30	163	9	536
Total	90	8	35	56	704	126	222	11	142	101	662	42	2199
Grand Total	228	32	128	158	2050	512	714	30	472	397	2110	125	6956
Apprch %	58.8	8.2	33	5.8	75.4	18.8	58.7	2.5	38.8	15.1	80.2	4.7	
Total %	3.3	0.5	1.8	2.3	29.5	7.4	10.3	0.4	6.8	5.7	30.3	1.8	

Start Time	PINECREEK DRIVE Southbound				ADAMS AVENUE Westbound				PINECREEK DRIVE Northbound				ADAMS AVENUE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00																	
11:00	14	6	12	32	13	161	55	229	62	0	37	99	34	185	12	231	591
11:15	17	1	13	31	7	187	56	250	45	3	57	105	45	198	9	252	638
11:30	14	9	14	37	11	149	53	213	58	5	39	102	53	189	10	252	604
11:45	14	1	12	27	14	157	52	223	63	3	43	109	40	183	8	231	590
Total Volume	59	17	51	127	45	654	216	915	228	11	176	415	172	755	39	966	2423
% App. Total	46.5	13.4	40.2		4.9	71.5	23.6		54.9	2.7	42.4		17.8	78.2	4		
PHF	.868	.472	.911	.858	.804	.874	.964	.915	.905	.550	.772	.952	.811	.953	.813	.958	.949



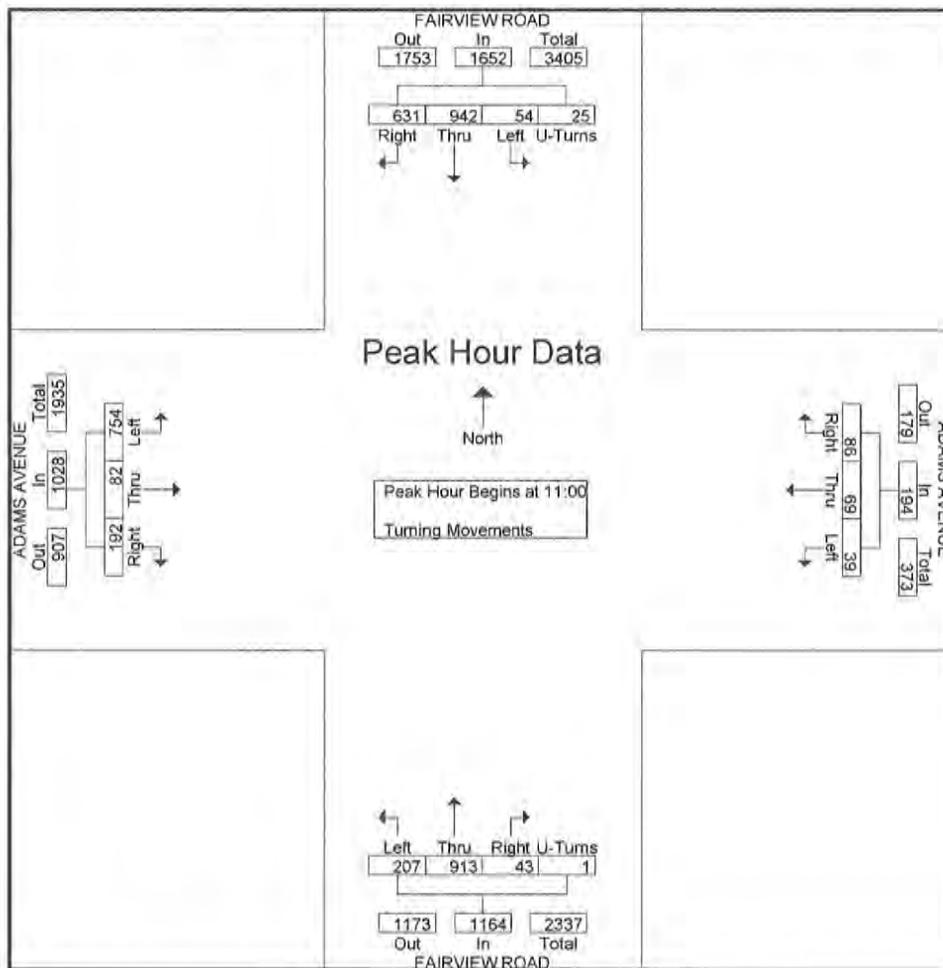
City: COSTA MESA
 N-S- Direction: FAIRVIEW ROAD
 E-W Direction: ADAMS AVENUE

File Name : h1503030
 Site Code : 00000000
 Start Date : 3/7/2015
 Page No : 1

Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound				ADAMS AVENUE Westbound			FAIRVIEW ROAD Northbound				ADAMS AVENUE Eastbound			Int. Total
	Right	Thru	Left	U-Turns	Right	Thru	Left	Right	Thru	Left	U-Turns	Right	Thru	Left	
11:00	154	256	13	9	29	24	11	14	263	51	0	52	11	190	1077
11:15	167	205	18	3	23	7	4	7	226	60	0	56	25	185	986
11:30	151	263	12	5	15	22	10	12	217	51	0	46	24	183	1011
11:45	159	218	11	8	19	16	14	10	207	45	1	38	22	196	964
Total	631	942	54	25	86	69	39	43	913	207	1	192	82	754	4038
12:00	169	249	9	5	20	14	12	3	233	51	0	56	16	171	1008
12:15	148	210	7	4	18	18	9	8	200	52	1	33	23	213	944
12:30	163	256	10	8	16	14	12	8	266	37	4	33	17	147	991
12:45	154	204	9	4	17	23	6	5	205	52	1	41	24	217	962
Total	634	919	35	21	71	69	39	24	904	192	6	163	80	748	3905
13:00	173	209	9	3	19	14	13	12	222	50	1	42	18	151	936
13:15	129	173	8	5	17	17	11	11	199	53	0	40	22	122	807
13:30	146	192	14	5	22	23	11	9	224	47	1	40	16	105	855
13:45	152	198	10	3	14	19	9	16	222	60	0	33	18	116	870
Total	600	772	41	16	72	73	44	48	867	210	2	155	74	494	3468
Grand Total	1865	2633	130	62	229	211	122	115	2684	609	9	510	236	1996	11411
Apprch %	39.8	56.1	2.8	1.3	40.7	37.5	21.7	3.4	78.5	17.8	0.3	18.6	8.6	72.8	
Total %	16.3	23.1	1.1	0.5	2	1.8	1.1	1	23.5	5.3	0.1	4.5	2.1	17.5	

Start Time	FAIRVIEW ROAD Southbound					ADAMS AVENUE Westbound				FAIRVIEW ROAD Northbound					ADAMS AVENUE Eastbound				Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 11:00																			
11:00	154	256	13	9	432	29	24	11	64	14	263	51	0	328	52	11	190	253	1077
11:15	167	205	18	3	393	23	7	4	34	7	226	60			56	25	185	266	986
11:30	151	263	12	5	431	15	22	10	47	12	217	51	0	280	46	24	183	253	1011
11:45	159	218	11	8	396	19	16	14	49	10	207	45	1	263	38	22	196	256	964
Total Volume	631	942	54	25	1652	86	69	39	194	43	913	207	1	1164	192	82	754	1028	4038
% App. Total	38.2	57	3.3	1.5		44.3	35.6	20.1		3.7	78.4	17.8	0.1		18.7	8	73.3		
PHF	.945	.895	.750	.694	.956	.741	.719	.696	.758	.768	.868	.863	.250	.887	.857	.820	.962	.966	.937



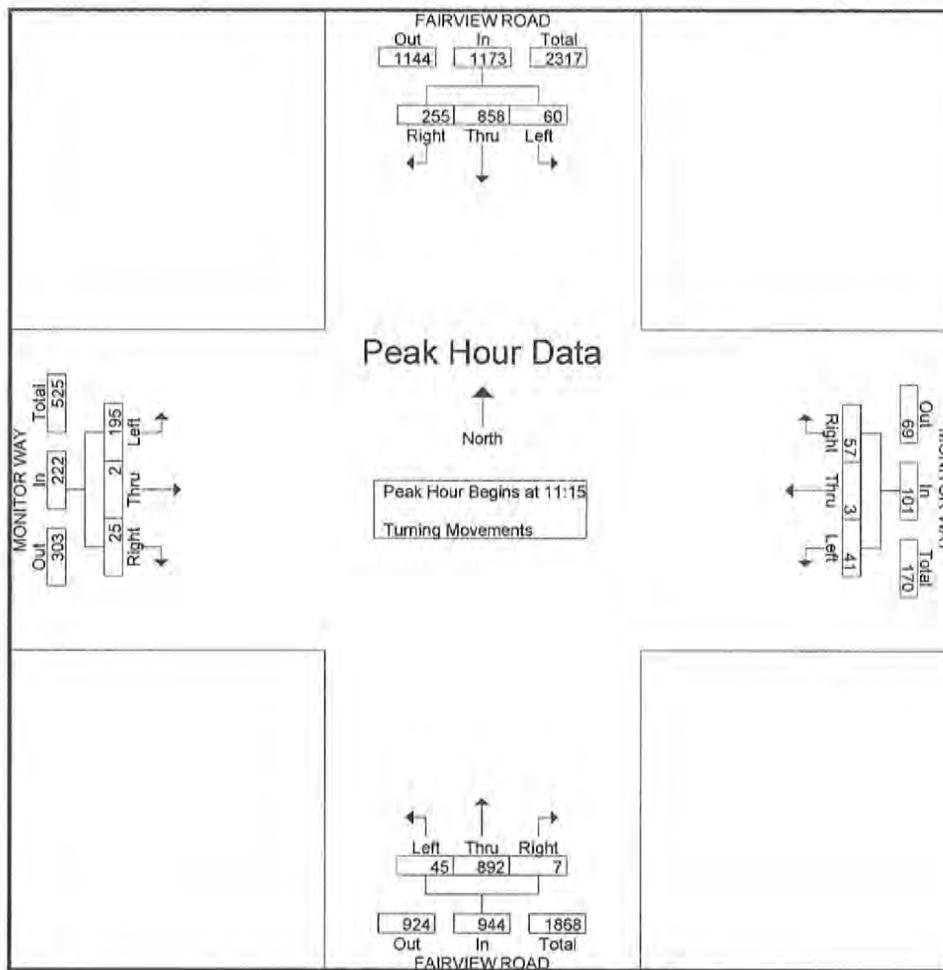
City: COSTA MESA
 N-S- Direction: FAIRVIEW ROAD
 E-W Direction: MONITOR WAY

File Name : H1503031
 Site Code : 00000554
 Start Date : 3/7/2015
 Page No : 1

Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			MONITOR WAY Westbound			FAIRVIEW ROAD Northbound			MONITOR WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00	51	206	19	13	0	11	1	228	10	10	0	47	596
11:15	63	230	17	19	0	13	2	223	14	7	0	61	649
11:30	50	197	26	13	1	9	0	226	8	9	2	43	584
11:45	78	221	13	10	1	7	3	192	9	3	0	41	578
Total	242	854	75	55	2	40	6	869	41	29	2	192	2407
12:00	64	210	4	15	1	12	2	251	14	6	0	50	629
12:15	75	212	15	4	0	8	1	221	8	10	0	38	592
12:30	58	192	17	35	0	11	1	214	10	5	0	49	592
12:45	44	215	18	27	0	2	1	224	5	11	0	42	589
Total	241	829	54	81	1	33	5	910	37	32	0	179	2402
13:00	31	217	9	8	0	6	3	267	6	11	0	45	603
13:15	32	202	13	12	0	6	1	214	13	9	0	45	547
13:30	29	190	9	16	0	13	2	251	12	6	0	43	571
13:45	37	208	13	3	0	6	5	234	15	10	1	33	565
Total	129	817	44	39	0	31	11	966	46	36	1	166	2286
Grand Total	612	2500	173	175	3	104	22	2745	124	97	3	537	7095
Apprch %	18.6	76.1	5.3	62.1	1.1	36.9	0.8	94.9	4.3	15.2	0.5	84.3	
Total %	8.6	35.2	2.4	2.5	0	1.5	0.3	38.7	1.7	1.4	0	7.6	

Start Time	FAIRVIEW ROAD Southbound				MONITOR WAY Westbound				FAIRVIEW ROAD Northbound				MONITOR WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15																	
11:15	63	230	17	310	19	0	13	32	2	223	14	239	7	0	61	68	649
11:30	50	197	26	273	13	1	9	23	0	226	8	234	9	2	43	54	584
11:45	78	221	13	312	10	1	7	18	3	192	9	204	3	0	41	44	578
12:00	64	210	4	278	15	1	12	28	2	251	14	267	6	0	50	56	629
Total Volume	255	858	60	1173	57	3	41	101	7	892	45	944	25	2	195	222	2440
% App. Total	21.7	73.1	5.1		56.4	3	40.6		0.7	94.5	4.8		11.3	0.9	87.8		
PHF	.817	.933	.577	.940	.750	.750	.788	.789	.583	.888	.804	.884	.694	.250	.799	.816	.940



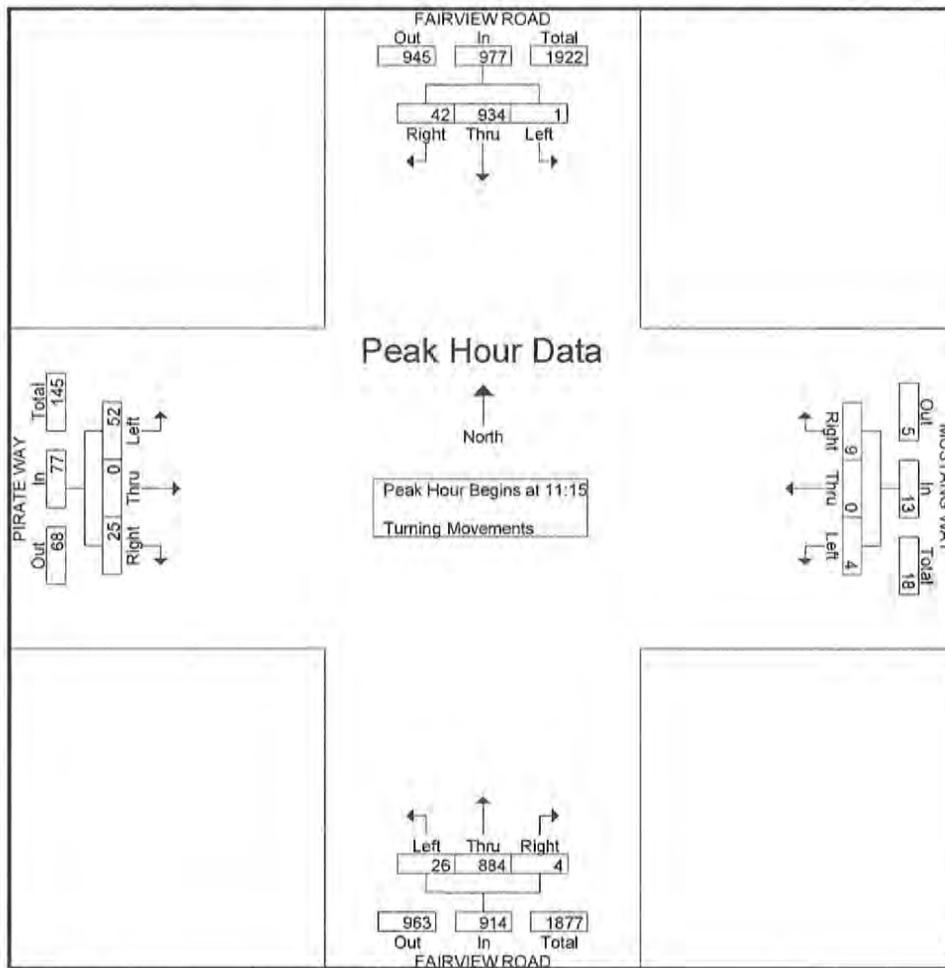
City: COSTA MESA
 N-S- Direction: FAIRVIEW ROAD
 E-W Direction: PIRATE WAY / MUSTANG WAY

File Name : H1503032
 Site Code : 00005163
 Start Date : 3/7/2015
 Page No : 1

Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			MUSTANG WAY Westbound			FAIRVIEW ROAD Northbound			PIRATE WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00	15	207	1	1	0	0	0	190	11	9	0	13	447
11:15	11	246	0	4	0	1	1	216	5	7	0	12	503
11:30	8	225	1	2	0	1	1	235	9	2	0	15	499
11:45	15	228	0	2	0	2	1	211	7	6	0	10	482
Total	49	906	2	9	0	4	3	852	32	24	0	50	1931
12:00	8	235	0	1	0	0	1	222	5	10	0	15	497
12:15	19	202	0	0	0	0	0	218	8	8	0	25	480
12:30	19	219	0	0	0	0	0	219	6	10	0	13	486
12:45	20	221	0	2	0	1	1	244	3	3	0	15	510
Total	66	877	0	3	0	1	2	903	22	31	0	68	1973
13:00	5	201	0	1	0	0	1	222	4	7	0	20	461
13:15	11	210	1	2	0	0	0	182	6	7	0	15	434
13:30	2	222	4	5	0	2	0	236	7	8	0	14	500
13:45	5	236	1	0	0	0	0	219	4	9	0	9	483
Total	23	869	6	8	0	2	1	859	21	31	0	58	1878
Grand Total	138	2652	8	20	0	7	6	2614	75	86	0	176	5782
Approch %	4.9	94.8	0.3	74.1	0	25.9	0.2	97	2.8	32.8	0	67.2	
Total %	2.4	45.9	0.1	0.3	0	0.1	0.1	45.2	1.3	1.5	0	3	

Start Time	FAIRVIEW ROAD Southbound				MUSTANG WAY Westbound				FAIRVIEW ROAD Northbound				PIRATE WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15																	
11:15	11	246	0	257	4	0	1	5	1	216	5	222	7	0	12	19	503
11:30	8	225	1	234	2	0	1	3	1	235	9	245	2	0	16	17	499
11:45	15	228	0	243	2	0	2	4	1	211	7	219	6	0	10	16	482
12:00	8	235	0	243	1	0	0	1	1	222	5	228	10	0	15	25	497
Total Volume	42	934	1	977	9	0	4	13	4	884	26	914	25	0	52	77	1981
% App. Total	4.3	95.6	0.1		69.2	0	30.8		0.4	96.7	2.8		32.5	0	67.5		
PHF	.700	.949	.250	.950	.563	.000	.500	.650	1.000	.940	.722	.933	.625	.000	.867	.770	.985



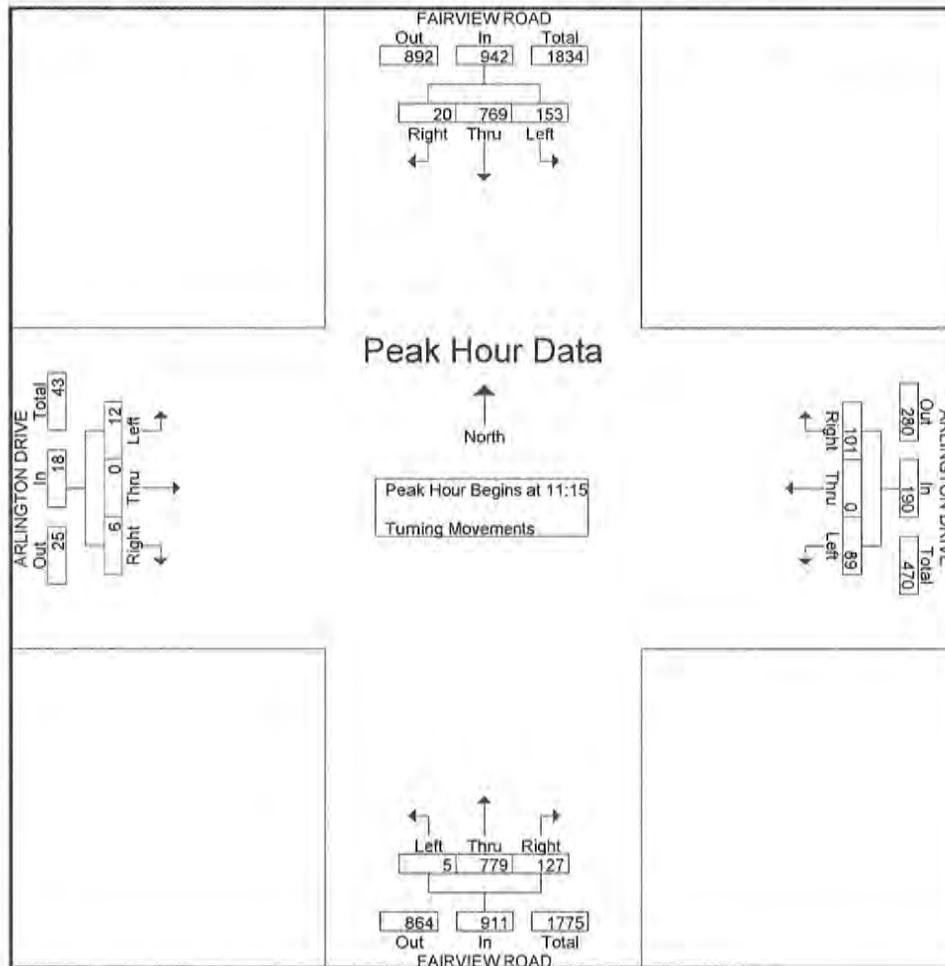
City: COSTA MESA
 N-S- Direction: FAIRVIEW ROAD
 E-W Direction: ARLINGTON DRIVE

File Name : H1503033
 Site Code : 00000000
 Start Date : 3/7/2015
 Page No : 1

Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			ARLINGTON DRIVE Westbound			FAIRVIEW ROAD Northbound			ARLINGTON DRIVE Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00	5	202	30	40	0	16	31	182	2	1	0	0	509
11:15	6	188	36	22	0	23	31	199	1	0	0	1	507
11:30	5	185	52	30	0	22	35	184	1	0	0	3	517
11:45	4	177	32	18	0	22	32	218	0	2	0	4	509
Total	20	752	150	110	0	83	129	783	4	3	0	8	2042
12:00	5	219	33	31	0	22	29	178	3	4	0	4	528
12:15	4	176	11	35	0	15	17	194	1	0	0	2	455
12:30	2	180	27	55	0	5	21	181	0	1	0	1	473
12:45	2	188	35	63	0	25	29	176	3	0	0	1	522
Total	13	763	106	184	0	67	96	729	7	5	0	8	1978
13:00	3	179	31	51	0	16	46	210	2	1	0	2	541
13:15	3	165	41	26	0	15	27	172	0	0	0	4	453
13:30	4	199	16	31	0	30	28	175	0	1	0	3	487
13:45	2	186	27	33	0	17	26	181	1	2	1	3	479
Total	12	729	115	141	0	78	127	738	3	4	1	12	1960
Grand Total	45	2244	371	435	0	228	352	2250	14	12	1	28	5980
Apprch %	1.7	84.4	13.9	65.6	0	34.4	13.5	86	0.5	29.3	2.4	68.3	
Total %	0.8	37.5	6.2	7.3	0	3.8	5.9	37.6	0.2	0.2	0	0.5	

Start Time	FAIRVIEW ROAD Southbound				ARLINGTON DRIVE Westbound				FAIRVIEW ROAD Northbound				ARLINGTON DRIVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15																	
11:15	6	188	36	230	22	0	23	45	31	199	1	231	0	0	1	1	507
11:30	5	185	52	242	30	0	22	52	35	184	1	220	0	0	3	3	517
11:45	4	177	32	213	18	0	22	40	32	218	0	250	2	0	4	6	509
12:00	5	219	33	257	31	0	22	53	29	178	3	210	4	0	4	8	528
Total Volume	20	769	153	942	101	0	89	190	127	779	5	911	6	0	12	18	2061
% App. Total	2.1	81.6	16.2		53.2	0	46.8		13.9	85.5	0.5		33.3	0	66.7		
PHF	.833	.878	.736	.916	.815	.000	.967	.896	.907	.893	.417	.911	.375	.000	.750	.563	.976



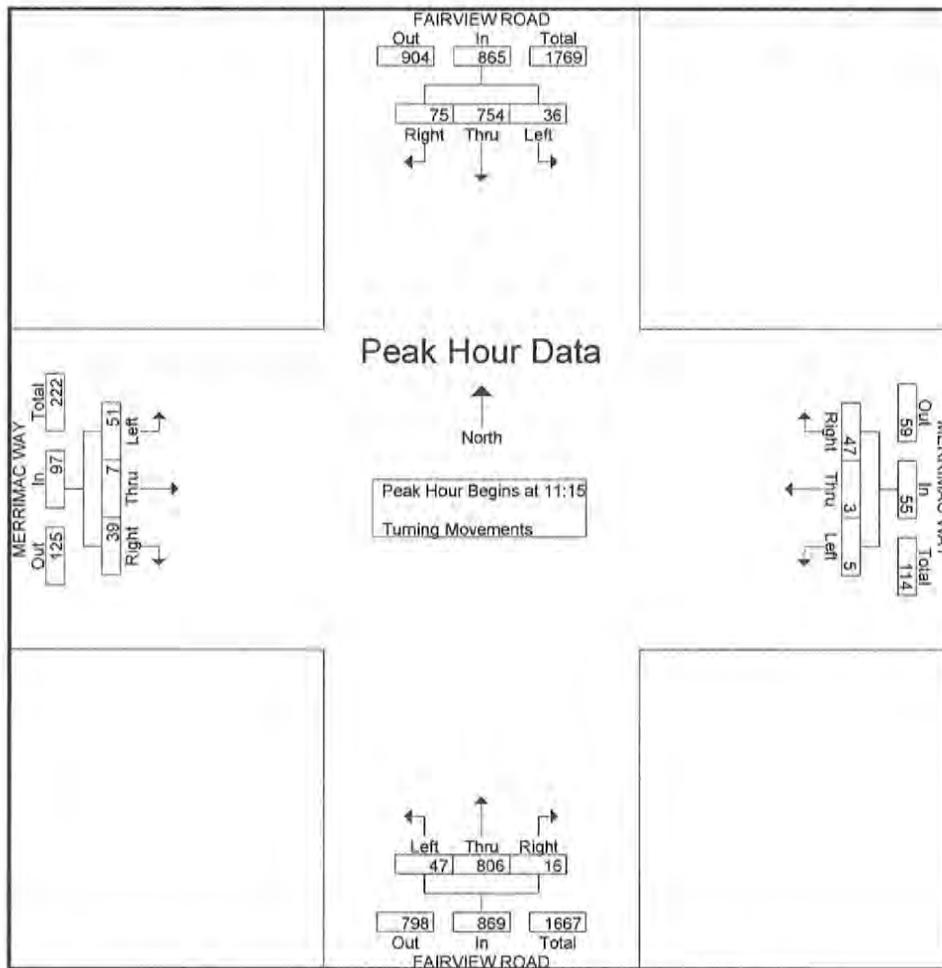
City: COSTA MESA
 N-S- Direction: FAIRVIEW ROAD
 E-W Direction: MERRIMAC WAY

File Name : h1503034
 Site Code : 00000000
 Start Date : 3/7/2015
 Page No : 1

Groups Printed- Turning Movements

Start Time	FAIRVIEW ROAD Southbound			MERRIMAC WAY Westbound			FAIRVIEW ROAD Northbound			MERRIMAC WAY Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00	11	189	13	10	0	1	6	197	6	11	3	14	461
11:15	18	193	17	11	1	1	7	209	11	7	0	3	478
11:30	14	176	8	14	1	0	5	197	9	8	5	14	451
11:45	16	184	3	18	1	3	4	214	19	12	2	18	494
Total	59	742	41	53	3	5	22	817	45	38	10	49	1884
12:00	27	201	8	4	0	1	0	186	8	12	0	16	463
12:15	16	166	5	10	1	1	5	189	12	13	2	14	434
12:30	15	185	11	7	1	0	1	189	13	12	0	11	445
12:45	20	169	7	9	1	0	4	183	10	9	3	12	427
Total	78	721	31	30	3	2	10	747	43	46	5	53	1769
13:00	16	169	6	14	0	0	4	225	11	14	2	11	472
13:15	15	168	2	7	1	0	1	187	10	12	2	8	413
13:30	11	207	4	12	1	1	0	185	6	11	0	13	451
13:45	19	180	7	9	0	1	3	189	11	9	0	7	435
Total	61	724	19	42	2	2	8	786	38	46	4	39	1771
Grand Total	198	2187	91	125	8	9	40	2350	126	130	19	141	5424
Apprch %	8	88.3	3.7	88	5.6	6.3	1.6	93.4	5	44.8	6.6	48.6	
Total %	3.7	40.3	1.7	2.3	0.1	0.2	0.7	43.3	2.3	2.4	0.4	2.6	

Start Time	FAIRVIEW ROAD Southbound				MERRIMAC WAY Westbound				FAIRVIEW ROAD Northbound				MERRIMAC WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15																	
11:15	18	193	17	228	11	1	1	13	7	209	11	227	7	0	3	10	478
11:30	14	176	8	198	14	1	0	15	5	197	9	211	8	5	14	27	451
11:45	16	184	3	203	18	1	3	22	4	214	19	237	12	2	18	32	494
12:00	27	201	8	236	4	0	1	5	0	186	8	194	12	0	16	28	463
Total Volume	75	754	36	865	47	3	5	55	16	806	47	869	39	7	51	97	1886
% App. Total	8.7	87.2	4.2		85.5	5.5	9.1		1.8	92.8	5.4		40.2	7.2	52.6		
PHF	.694	.938	.529	.916	.653	.750	.417	.625	.571	.942	.618	.917	.813	.350	.708	.758	.954



APPENDIX D-II

SATURDAY LOS CALCULATION WORKSHEETS

Sat Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Pinecreek Drive and Adams Avenue with various traffic control settings.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include various traffic volume metrics.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include saturation flow and lane metrics.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves. Rows include capacity analysis metrics.

Sat Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Fairview Road Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 208 913 43 79 942 631 754 82 192 39 69 86
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 208 913 43 79 942 631 754 82 192 39 69 86
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: 208 913 43 79 942 631 754 82 192 39 69 86
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 208 913 43 79 942 0 754 82 192 39 69 86
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 208 913 43 79 942 0 754 82 192 39 69 86
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 208 913 43 79 942 0 754 82 192 39 69 86

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.87 0.13 1.00 3.00 1.00 2.00 1.00 1.00 0.72 1.28 1.00
Final Sat.: 3200 4584 216 1600 4800 1600 3200 1600 1600 1156 2044 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.20 0.20 0.05 0.20 0.00 0.24 0.05 0.12 0.03 0.03 0.05
Crit Moves: **** **** **** ****

Sat Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

Street Name: Fairview Road Monitor Way
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	45	892	7	60	858	255	195	2	25	41	3	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	892	7	60	858	255	195	2	25	41	3	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	892	7	60	858	255	195	2	25	41	3	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	892	7	60	858	255	195	2	25	41	3	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	892	7	60	858	255	195	2	25	41	3	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	892	7	60	858	255	195	2	25	41	3	57

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	0.93	0.07	1.00
Final Sat.:	1600	4763	37	1600	4800	1600	1584	16	1600	1491	109	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.19	0.19	0.04	0.18	0.16	0.12	0.12	0.02	0.03	0.03	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Sat Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Fairview Road Pirate Way/Mustang Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 26 884 4 1 934 42 52 0 25 4 0 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: 26 884 4 1 934 42 52 0 25 4 0 9
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: 26 884 4 1 934 42 52 0 25 4 0 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: 26 884 4 1 934 42 52 0 25 4 0 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 884 4 1 934 42 52 0 25 4 0 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: 26 884 4 1 934 42 52 0 25 4 0 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: 1.00 2.99 0.01 1.00 3.00 1.00 1.00 0.00 1.00 0.31 0.00 0.69
Final Sat.: 1600 4778 22 1600 4800 1600 1600 0 1600 492 0 1108

Capacity Analysis Module:

Vol/Sat: 0.02 0.18 0.19 0.00 0.19 0.03 0.03 0.00 0.02 0.00 0.00 0.01
Crit Moves: **** **** **** ****

Sat Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Fairview Road and Arlington Drive with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, and other capacity metrics.

Sat Existing
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Fairview Road Merrimac Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 47 806 16 36 754 75 51 7 39 5 3 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 806 16 36 754 75 51 7 39 5 3 47
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 806 16 36 754 75 51 7 39 5 3 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 806 16 36 754 75 51 7 39 5 3 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 806 16 36 754 75 51 7 39 5 3 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 806 16 36 754 75 51 7 39 5 3 47

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.76 0.24 1.00 1.00 0.06 0.94
Final Sat.: 3200 4800 1600 3200 4800 1600 2814 386 1600 1600 96 1504

Capacity Analysis Module:

Vol/Sat: 0.01 0.17 0.01 0.01 0.16 0.05 0.02 0.02 0.02 0.00 0.03 0.03
Crit Moves: **** **** **** ****

Sat Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

Street Name:	Pinecreek Drive						Adams Avenue													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Split Phase			Split Phase			Protected			Protected										
Rights:	Include			Include			Ignore			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	1	0	0	1	0	1	0	0	1	1	0	3	0	1	2	0	1	1	0

Volume Module:

Base Vol:	246	11	277	53	17	59	39	845	236	356	720	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	11	277	53	17	59	39	845	236	356	720	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	11	277	53	17	59	39	845	236	356	720	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	246	11	277	53	17	59	39	845	0	356	720	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	11	277	53	17	59	39	845	0	356	720	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	246	11	277	53	17	59	39	845	0	356	720	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.91	0.09	1.00	0.76	0.24	1.00	1.00	3.00	1.00	2.00	1.88	0.12
Final Sat.:	3063	137	1600	1211	389	1600	1600	4800	1600	3200	3004	196

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.17	0.04	0.04	0.04	0.02	0.18	0.00	0.11	0.24	0.24
Crit Moves:			****	****				****		****		

Sat Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

Street Name: Fairview Road Adams Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	250	1004	46	79	1055	739	845	84	235	42	71	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1004	46	79	1055	739	845	84	235	42	71	86
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:	250	1004	46	79	1055	739	845	84	235	42	71	86
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1004	46	79	1055	0	845	84	235	42	71	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1004	46	79	1055	0	845	84	235	42	71	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1004	46	79	1055	0	845	84	235	42	71	86

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.87	0.13	1.00	3.00	1.00	2.00	1.00	1.00	0.74	1.26	1.00
Final Sat.:	3200	4590	210	1600	4800	1600	3200	1600	1600	1189	2011	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.22	0.22	0.05	0.22	0.00	0.26	0.05	0.15	0.04	0.04	0.05
Crit Moves:	****			****			****			****		****

Sat Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name:	Fairview Road						Monitor Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	3	0	1	0	0	1	0

Volume Module:

Base Vol:	64	1005	7	60	984	288	217	2	37	41	3	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1005	7	60	984	288	217	2	37	41	3	57
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:	64	1005	7	60	984	288	217	2	37	41	3	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1005	7	60	984	288	217	2	37	41	3	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1005	7	60	984	288	217	2	37	41	3	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1005	7	60	984	288	217	2	37	41	3	57

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	0.93	0.07	1.00
Final Sat.:	1600	4767	33	1600	4800	1600	1585	15	1600	1491	109	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.21	0.21	0.04	0.21	0.18	0.14	0.14	0.02	0.03	0.03	0.04
Crit Moves:	****			****			****			****		

Sat Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.295
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Fairview Road			Pirate Way/Mustang Way																
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

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

Volume Module:

Base Vol:	47	1010	4	1	1064	50	58	0	39	4	0	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:	47	1010	4	1	1064	50	58	0	39	4	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1010	4	1	1064	50	58	0	39	4	0	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:	47	1010	4	1	1064	50	58	0	39	4	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1010	4	1	1064	50	58	0	39	4	0	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:	47	1010	4	1	1064	50	58	0	39	4	0	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:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.31	0.00	0.69
Final Sat.:	1600	4781	19	1600	4800	1600	1600	0	1600	492	0	1108

Capacity Analysis Module:

Vol/Sat:	0.03	0.21	0.21	0.00	0.22	0.03	0.04	0.00	0.02	0.00	0.00	0.01
Crit Moves:	****			****			****			****		

Sat Existing Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Fairview Road					Arlington Drive														
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	1	0	1	1	1	0	0	1

Volume Module:

Base Vol:	19	863	127	153	842	90	75	0	18	89	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	863	127	153	842	90	75	0	18	89	0	101
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	863	127	153	842	90	75	0	18	89	0	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:	19	863	127	153	842	90	75	0	18	89	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	863	127	153	842	90	75	0	18	89	0	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:	19	863	127	153	842	90	75	0	18	89	0	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:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	3200	0	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.18	0.08	0.05	0.18	0.06	0.05	0.00	0.01	0.03	0.00	0.06
Crit Moves:	****			****			****			****		

Sat Existing Plus Project
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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.248
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Street Name:	Fairview Road						Merrimac Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	65	874	16	36	812	103	81	7	55	5	3	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	874	16	36	812	103	81	7	55	5	3	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	874	16	36	812	103	81	7	55	5	3	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	874	16	36	812	103	81	7	55	5	3	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	874	16	36	812	103	81	7	55	5	3	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	874	16	36	812	103	81	7	55	5	3	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.84	0.16	1.00	1.00	0.06	0.94
Final Sat.:	3200	4800	1600	3200	4800	1600	2945	255	1600	1600	96	1504

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.01	0.01	0.17	0.06	0.03	0.03	0.03	0.00	0.03	0.03
Crit Moves:	****				****		****				****	

Sat Cum
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Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Pinecreek Drive Adams Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 176 11 228 56 17 64 43 823 172 216 713 49
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 176 11 228 56 17 64 43 823 172 216 713 49
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: 176 11 228 56 17 64 43 823 172 216 713 49
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 176 11 228 56 17 64 43 823 0 216 713 49
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 176 11 228 56 17 64 43 823 0 216 713 49
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 176 11 228 56 17 64 43 823 0 216 713 49

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.88 0.12 1.00 0.77 0.23 1.00 1.00 3.00 1.00 2.00 1.87 0.13
Final Sat.: 3012 188 1600 1227 373 1600 1600 4800 1600 3200 2994 206

Capacity Analysis Module:

Vol/Sat: 0.06 0.06 0.14 0.05 0.05 0.04 0.03 0.17 0.00 0.07 0.24 0.24
Crit Moves: **** **** **** ****

Sat Cum
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name: Fairview Road Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 227 999 47 86 1032 688 822 89 209 43 75 94
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 227 999 47 86 1032 688 822 89 209 43 75 94
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: 227 999 47 86 1032 688 822 89 209 43 75 94
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 227 999 47 86 1032 0 822 89 209 43 75 94
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 227 999 47 86 1032 0 822 89 209 43 75 94
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 227 999 47 86 1032 0 822 89 209 43 75 94

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.87 0.13 1.00 3.00 1.00 2.00 1.00 1.00 0.73 1.27 1.00
Final Sat.: 3200 4584 216 1600 4800 1600 3200 1600 1600 1166 2034 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.22 0.22 0.05 0.22 0.00 0.26 0.06 0.13 0.04 0.04 0.06
Crit Moves: **** **** **** ****

Sat Cum
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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Fairview Road Monitor Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 45 976 8 65 940 255 195 2 25 45 3 62
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 976 8 65 940 255 195 2 25 45 3 62
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 976 8 65 940 255 195 2 25 45 3 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 976 8 65 940 255 195 2 25 45 3 62
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 976 8 65 940 255 195 2 25 45 3 62
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 976 8 65 940 255 195 2 25 45 3 62

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.98 0.02 1.00 3.00 1.00 0.99 0.01 1.00 0.94 0.06 1.00
Final Sat.: 1600 4761 39 1600 4800 1600 1584 16 1600 1500 100 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.20 0.21 0.04 0.20 0.16 0.12 0.12 0.02 0.03 0.03 0.04
Crit Moves: **** * 0.04 0.20 0.16 0.12 0.12 0.02 0.03 0.03 0.04

Sat Cum
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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Fairview Road Pirate Way/Mustang Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 26 968 4 1 1023 42 52 0 25 4 0 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: 26 968 4 1 1023 42 52 0 25 4 0 10
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: 26 968 4 1 1023 42 52 0 25 4 0 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: 26 968 4 1 1023 42 52 0 25 4 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 968 4 1 1023 42 52 0 25 4 0 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: 26 968 4 1 1023 42 52 0 25 4 0 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: 1.00 2.99 0.01 1.00 3.00 1.00 1.00 0.00 1.00 0.29 0.00 0.71
Final Sat.: 1600 4780 20 1600 4800 1600 1600 0 1600 457 0 1143

Capacity Analysis Module:

Vol/Sat: 0.02 0.20 0.20 0.00 0.21 0.03 0.03 0.00 0.02 0.00 0.00 0.01
Crit Moves: **** **** **** ****

Sat Cum
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: Fairview Road Arlington Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 5 853 138 167 843 20 12 0 6 97 0 110
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: 5 853 138 167 843 20 12 0 6 97 0 110
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: 5 853 138 167 843 20 12 0 6 97 0 110
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: 5 853 138 167 843 20 12 0 6 97 0 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 853 138 167 843 20 12 0 6 97 0 110
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: 5 853 138 167 843 20 12 0 6 97 0 110

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: 2.00 3.00 1.00 2.00 3.00 1.00 1.00 1.00 1.00 2.00 0.00 1.00
Final Sat.: 3200 4800 1600 3200 4800 1600 1600 1600 1600 3200 0 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.18 0.09 0.05 0.18 0.01 0.01 0.00 0.00 0.03 0.00 0.07
Crit Moves: **** **** **** ****

Sat Cum
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.242
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Fairview Road and Merrimac Way with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, and other capacity metrics.

Sat Cum Plus Project
2.13.3396.1 Orange Coast College

Level Of Service Computation Report

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

Intersection #6 Pinecreek Drive at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Pinecreek Drive and Adams Avenue with various traffic configurations.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat, Crit Moves, and other performance metrics.

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Level Of Service Computation Report

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

Intersection #10 Fairview Road at Adams Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name: Fairview Road Adams Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 269 1090 50 86 1145 796 913 91 252 46 77 94
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 269 1090 50 86 1145 796 913 91 252 46 77 94
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: 269 1090 50 86 1145 796 913 91 252 46 77 94
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 269 1090 50 86 1145 0 913 91 252 46 77 94
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 269 1090 50 86 1145 0 913 91 252 46 77 94
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 269 1090 50 86 1145 0 913 91 252 46 77 94

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.87 0.13 1.00 3.00 1.00 2.00 1.00 1.00 0.75 1.25 1.00
Final Sat.: 3200 4589 211 1600 4800 1600 3200 1600 1600 1197 2003 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.24 0.24 0.05 0.24 0.00 0.29 0.06 0.16 0.04 0.04 0.06
Crit Moves: **** **** **** ****

Sat Cum Plus Project
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Level Of Service Computation Report

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

Intersection #11 Fairview Road at Monitor Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Fairview Road and Monitor Way with North, South, East, and West bounds.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various lanes.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, and other capacity-related metrics.

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Level Of Service Computation Report

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

Intersection #12 Fairview Road at Pirate Way/Mustang Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: Fairview Road Pirate Way/Mustang Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 47 1094 4 1 1153 50 58 0 39 4 0 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: 47 1094 4 1 1153 50 58 0 39 4 0 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 1094 4 1 1153 50 58 0 39 4 0 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: 47 1094 4 1 1153 50 58 0 39 4 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1094 4 1 1153 50 58 0 39 4 0 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: 47 1094 4 1 1153 50 58 0 39 4 0 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: 1.00 2.99 0.01 1.00 3.00 1.00 1.00 0.00 1.00 0.29 0.00 0.71
Final Sat.: 1600 4783 17 1600 4800 1600 1600 0 1600 457 0 1143

Capacity Analysis Module:

Vol/Sat: 0.03 0.23 0.23 0.00 0.24 0.03 0.04 0.00 0.02 0.00 0.00 0.01
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #13 Fairview Road at Arlington Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

Street Name: Fairview Road Arlington Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	19	937	138	167	916	90	75	0	18	97	0	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:	19	937	138	167	916	90	75	0	18	97	0	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:	19	937	138	167	916	90	75	0	18	97	0	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:	19	937	138	167	916	90	75	0	18	97	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	937	138	167	916	90	75	0	18	97	0	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:	19	937	138	167	916	90	75	0	18	97	0	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:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	3200	0	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.20	0.09	0.05	0.19	0.06	0.05	0.00	0.01	0.03	0.00	0.07
Crit Moves:	****			****			****			****		

Sat Cum Plus Project
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Level Of Service Computation Report

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

Intersection #14 Fairview Road at Merrimac Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.273
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Fairview Road Merrimac Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 69 951 17 39 885 110 86 8 59 5 3 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 69 951 17 39 885 110 86 8 59 5 3 51
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 69 951 17 39 885 110 86 8 59 5 3 51
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 69 951 17 39 885 110 86 8 59 5 3 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 951 17 39 885 110 86 8 59 5 3 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 951 17 39 885 110 86 8 59 5 3 51

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 1.83 0.17 1.00 1.00 0.06 0.94
Final Sat.: 3200 4800 1600 3200 4800 1600 2928 272 1600 1600 89 1511

Capacity Analysis Module:

Vol/Sat: 0.02 0.20 0.01 0.01 0.18 0.07 0.03 0.03 0.04 0.00 0.03 0.03
Crit Moves: **** **** **** ****

APPENDIX E

LEFT-TURN QUEUING CALCULATION WORKSHEETS

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Caltrans

Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2kAvgQ]:	2	13	13	5	14	14	2	1	1	1	1	1
#6	[HCM2kAvgQ]:	0	0	1	4	4	2	1	16	0	2	9	9
#11	[HCM2kAvgQ]:	1	5	5	1	6	3	1	1	0	1	1	2
#12	[HCM2kAvgQ]:	3	8	8	3	7	6	2	2	1	5	5	5
#13	[HCM2kAvgQ]:	1	7	5	2	7	2	0	0	0	1	1	4
#14	[HCM2kAvgQ]:	2	4	0	0	4	3	1	0	2	0	0	0

- #4 = Harbor / Merrimac
- #6 = Lincoln / Adams
- #11 = Fairview / Monitor
- #12 = Fairview / Pirate - Mustang
- #13 = Fairview / Arlington
- #14 = Fairview / Merrimac

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k70thQ]:	2	15	15	6	16	16	3	2	2	1	1	1
#6	[HCM2k70thQ]:	0	0	1	5	5	3	1	19	0	3	11	11
#11	[HCM2k70thQ]:	1	6	6	1	8	3	1	1	0	1	1	3
#12	[HCM2k70thQ]:	3	9	9	4	8	8	2	2	1	6	6	6
#13	[HCM2k70thQ]:	1	8	6	3	8	2	0	0	0	1	1	4
#14	[HCM2k70thQ]:	3	5	0	0	5	4	2	0	2	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
#4	[HCM2k85thQ]:	3	19	19	8	20	20	4	2	2	1	2	2
#6	[HCM2k85thQ]:	0	0	1	6	6	4	2	24	0	4	14	14
#11	[HCM2k85thQ]:	1	8	8	1	10	4	1	1	0	2	2	3
#12	[HCM2k85thQ]:	4	12	12	5	10	10	3	3	1	8	8	8
#13	[HCM2k85thQ]:	1	11	8	4	11	3	0	0	0	1	1	6
#14	[HCM2k85thQ]:	4	7	0	0	7	5	2	0	3	0	0	0

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Caltrans

Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k95thQ]:	4	23	23	11	24	24	5	3	3	2	2	2
#6	[HCM2k95thQ]:	1	1	2	8	8	5	2	29	0	5	17	17
#11	[HCM2k95thQ]:	2	10	10	1	12	5	2	2	0	2	2	4
#12	[HCM2k95thQ]:	5	15	15	7	13	12	3	3	1	11	11	11
#13	[HCM2k95thQ]:	2	13	10	5	13	3	1	0	0	2	2	7
#14	[HCM2k95thQ]:	5	9	0	0	8	6	3	0	4	0	0	0

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 Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
#4	[HCM2kAvgQ]:	2	31	31	8	21	21	2	1	1	3	5	5
#6	[HCM2kAvgQ]:	4	4	5	5	5	7	6	8	0	3	36	36
#11	[HCM2kAvgQ]:	1	15	15	2	12	3	5	0	1	0	0	1
#12	[HCM2kAvgQ]:	3	12	0	1	10	5	6	0	2	1	0	1
#13	[HCM2kAvgQ]:	1	9	3	2	9	2	1	0	1	2	2	7
#14	[HCM2kAvgQ]:	4	5	0	0	6	5	2	2	3	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k70thQ]:	2	35	35	9	25	25	3	2	2	3	6	6
#6	[HCM2k70thQ]:	5	5	5	6	6	8	7	10	0	4	41	41
#11	[HCM2k70thQ]:	1	17	17	2	14	4	7	0	2	0	0	2
#12	[HCM2k70thQ]:	4	14	0	1	12	6	7	0	2	1	0	1
#13	[HCM2k70thQ]:	1	11	3	2	10	2	2	0	1	2	2	8
#14	[HCM2k70thQ]:	4	6	0	0	7	6	3	3	4	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k85thQ]:	3	43	43	12	31	31	4	2	2	4	8	8
#6	[HCM2k85thQ]:	7	7	7	8	8	11	9	13	0	5	50	50
#11	[HCM2k85thQ]:	2	22	22	3	18	5	9	0	2	1	0	2
#12	[HCM2k85thQ]:	5	18	0	1	15	8	10	0	3	2	0	2
#13	[HCM2k85thQ]:	2	14	4	3	13	3	2	0	1	2	2	11
#14	[HCM2k85thQ]:	6	8	0	0	9	8	3	3	5	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k95thQ]:	4	49	49	15	36	36	5	3	3	6	10	10
#6	[HCM2k95thQ]:	8	8	9	11	11	13	11	16	0	6	56	56
#11	[HCM2k95thQ]:	2	26	26	4	22	7	11	0	3	1	0	3
#12	[HCM2k95thQ]:	6	21	0	1	18	10	12	0	4	2	0	2
#13	[HCM2k95thQ]:	2	18	5	4	16	4	3	0	2	3	3	13
#14	[HCM2k95thQ]:	7	10	0	0	11	11	5	5	7	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2kAvgQ]:	2	15	15	8	15	15	2	1	1	1	1	1
#6	[HCM2kAvgQ]:	1	1	2	5	5	3	1	19	0	7	9	9
#11	[HCM2kAvgQ]:	2	5	5	1	9	5	2	2	1	1	1	2
#12	[HCM2kAvgQ]:	5	8	8	3	8	8	2	2	1	6	6	6
#13	[HCM2kAvgQ]:	2	8	5	2	8	4	1	0	0	1	1	4
#14	[HCM2kAvgQ]:	3	6	0	0	5	4	2	0	2	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
#4	[HCM2k70thQ]:	2	17	17	9	17	17	3	2	2	1	2	2
#6	[HCM2k70thQ]:	1	1	2	5	5	3	1	22	0	9	11	11
#11	[HCM2k70thQ]:	2	6	6	1	10	6	2	2	1	1	1	3
#12	[HCM2k70thQ]:	6	10	10	4	10	9	2	2	1	7	7	7
#13	[HCM2k70thQ]:	2	10	6	3	9	4	1	0	0	1	1	4
#14	[HCM2k70thQ]:	4	7	0	0	6	5	3	0	2	0	0	0

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Future Queue Report (cars)

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
#4 [HCM2k85thQ]:	2	22	22	12	22	22	4	2	2	1	2	2
#6 [HCM2k85thQ]:	1	1	3	7	7	4	2	28	0	11	14	14
#11 [HCM2k85thQ]:	3	8	8	1	13	8	3	3	1	2	2	4
#12 [HCM2k85thQ]:	7	13	13	5	13	12	3	3	2	9	9	9
#13 [HCM2k85thQ]:	2	13	8	4	12	6	1	0	0	1	1	6
#14 [HCM2k85thQ]:	5	10	0	0	8	7	3	0	3	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k95thQ]:	3	26	26	14	26	26	5	3	3	2	3	3
#6	[HCM2k95thQ]:	2	2	4	9	9	5	2	33	0	14	17	17
#11	[HCM2k95thQ]:	3	10	10	1	16	10	4	4	1	2	2	5
#12	[HCM2k95thQ]:	9	15	15	7	16	15	4	4	2	12	12	12
#13	[HCM2k95thQ]:	3	16	10	5	14	7	1	0	1	2	2	7
#14	[HCM2k95thQ]:	6	12	0	0	10	9	4	0	4	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2kAvgQ]:	2	34	34	10	22	22	2	1	1	3	7	7
#6	[HCM2kAvgQ]:	7	7	10	6	6	7	6	11	0	7	39	39
#11	[HCM2kAvgQ]:	2	17	17	2	14	6	9	0	3	0	0	1
#12	[HCM2kAvgQ]:	5	14	0	1	12	6	7	0	3	1	0	1
#13	[HCM2kAvgQ]:	2	11	3	2	10	3	4	0	1	2	2	7
#14	[HCM2kAvgQ]:	4	6	0	0	7	7	3	3	4	0	0	0

PM Cumulative Plus Project
 2.13.3396.1 Orange Coast College
 Caltrans

Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k70thQ]:	2	39	39	12	25	25	3	2	2	4	8	8
#6	[HCM2k70thQ]:	8	8	11	7	7	8	7	13	0	8	44	44
#11	[HCM2k70thQ]:	3	20	20	3	16	7	10	0	3	0	0	2
#12	[HCM2k70thQ]:	6	17	0	1	14	7	8	0	4	1	0	1
#13	[HCM2k70thQ]:	2	13	3	2	12	4	5	0	2	2	2	8
#14	[HCM2k70thQ]:	5	7	0	0	8	8	4	4	5	0	0	0

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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k85thQ]:	3	48	48	15	32	32	4	2	2	5	11	11
#6	[HCM2k85thQ]:	11	11	15	9	9	11	9	16	0	10	53	53
#11	[HCM2k85thQ]:	4	25	25	4	21	9	13	0	4	1	0	2
#12	[HCM2k85thQ]:	8	21	0	1	18	9	11	0	5	2	0	2
#13	[HCM2k85thQ]:	3	17	4	3	16	5	6	0	2	2	2	11
#14	[HCM2k85thQ]:	6	9	0	0	10	10	5	5	6	0	0	0

PM Cumulative Plus Project
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Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#4	[HCM2k95thQ]:	4	55	55	19	37	37	5	3	3	7	13	13
#6	[HCM2k95thQ]:	13	13	18	11	11	13	11	20	0	13	61	61
#11	[HCM2k95thQ]:	5	29	29	5	25	11	16	0	5	1	0	3
#12	[HCM2k95thQ]:	10	25	0	1	22	11	14	0	6	2	0	2
#13	[HCM2k95thQ]:	3	21	5	4	19	6	8	0	3	3	3	13
#14	[HCM2k95thQ]:	8	11	0	0	13	13	6	6	8	0	0	0