

# **Appendix J**

## **Traffic and Parking Study**

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# DANA POINT HARBOR REVITALIZATION TRAFFIC & PARKING ANALYSIS

City of Dana Point

Prepared for

**COUNTY OF ORANGE  
DANA POINT HARBOR DEPARTMENT**

Prepared by

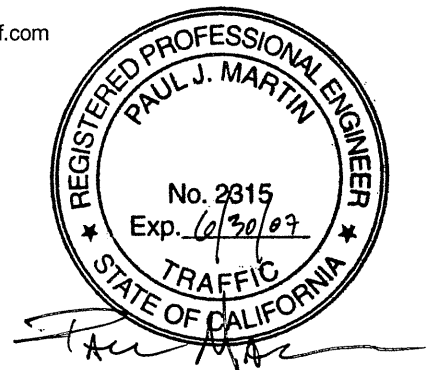


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## **EXECUTIVE SUMMARY**

This study analyzes the forecast traffic impacts associated with the proposed Dana Point Harbor Revitalization project located west of Interstate 5 (I-5) and south of State Route 1 (SR-1) in the City of Dana Point.

For the purpose of establishing land use and development regulations for the Revitalization Plan, Dana Point Harbor has been divided into 12 Planning Areas. The Dana Point Harbor Revitalization project is planned to be constructed in two phases. Phase 1 will consist of construction of the commercial core area (Planning areas 1 and 2) and is expected to be completed by 2012. Phase 2 will consist of construction of the remaining land uses (Planning areas 3 through 12) and is expected to be completed by 2030.

The study intersections are currently operating at an acceptable LOS (LOS D or better) for weekday and weekend conditions according to performance criteria.

The proposed commercial core component of the project site is forecast to generate approximately 6,429 additional trips which includes approximately 391 additional a.m. peak hour trips and approximately 494 additional p.m. peak hour trips.

The entire proposed harborwide site is forecast to generate approximately 7,003 additional trips which includes approximately 502 additional a.m. peak hour trips and approximately 577 additional p.m. peak hour trips.

With the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to performance criteria for existing plus commercial core project weekday conditions, as well as existing plus harborwide project weekday conditions.

With the addition of project-generated trips, the Puerto Place/Dana Point Harbor Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) according to performance criteria for existing plus commercial core project weekend conditions, as well as existing plus harborwide project weekend conditions during the p.m. peak hour.

The study intersections are forecast to operate at an acceptable LOS (LOS D or better) for forecast year 2012 without project weekday conditions according to performance criteria.

The Camino Capistrano/Stonehill Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast year 2012 without project weekend conditions according to performance criteria during the noon peak hour only.

With the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for forecast year 2012 with commercial core project weekday conditions according to performance criteria.

Based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast year 2012 with commercial core project weekday conditions.

With the addition of project-generated trips, the following two study intersections are forecast to operate at a deficient LOS (LOS E or worse) for forecast year 2012 with commercial core project weekend conditions according to performance criteria:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only); and
- Camino Capistrano/Stonehill Drive (noon peak hour only).

Based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the Puerto Place/Dana Point Harbor Drive intersection in the p.m. peak hour for forecast year 2012 with commercial core project weekend conditions.

To reduce project impacts to a level considered less than significant, the following mitigation measure is recommended:

- **Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.

A *Manual on Uniform Traffic Control Devices (MUTCD)* signal warrant analysis was prepared to determine if signalization is warranted at the Puerto Place/Dana Point Harbor Drive.

The *Interruption of Continuous Traffic* signal warrant is satisfied for the Puerto Place/Dana Point Harbor Drive intersection for forecast year 2012 with commercial core project weekend conditions.

The Del Obispo Street/Pacific Coast Highway intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 without project weekday conditions according to performance criteria during the p.m. peak hour.

The following study intersections are forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 without project weekend conditions according to performance criteria:

- Del Obispo Street/Pacific Coast Highway (noon peak hour only); and
- Camino Capistrano/Stonehill Drive (both noon and p.m. peak hour).

With the addition of project-generated trips, the following study intersections are forecast to operate at a deficient LOS for forecast buildout year 2030 with commercial core project weekday conditions according to performance criteria:

- Del Obispo Street/Pacific Coast Highway (p.m. peak hour only); and
- Doheny Park Plaza/Pacific Coast Highway (p.m. peak hour only).

Based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the same two study intersections for forecast buildout year 2030 with commercial core project weekday conditions:

To reduce project impacts to a level considered less than significant, the following mitigation measures are recommended:

- **Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.
- **Doheny Park Plaza/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the widening of the eastbound Pacific Coast Highway approach from one left-turn lane and two through lanes to consist of one left-turn lane and three through lanes; and to widen the westbound Pacific Coast Highway approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

With the addition of project-generated trips, the following study intersections are forecast to operate at a deficient LOS for forecast buildout year 2030 with commercial core project weekend conditions according to performance criteria:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only);
- Del Obispo Street/Pacific Coast Highway (both noon and p.m. peak hour); and



- Camino Capistrano/Stonehill Drive (both noon and p.m. peak hour).

Based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the following two study intersections for forecast buildout year 2030 with commercial core project weekend conditions:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only); and
- Del Obispo Street/Pacific Coast Highway (both noon and p.m. peak hour).

To reduce project impacts to a level considered less than significant, the following mitigation measures are recommended:

- **Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.
- **Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane. *(Same mitigation measure as weekday conditions).*

With the addition of project-generated trips as well as assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekday conditions, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) for forecast buildout year 2030 with harborwide project weekday conditions according to performance criteria.

As also shown in Table 25, based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast buildout year 2030 with harborwide project weekday conditions (assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekday conditions).

With the addition of project-generated trips as well as assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekend conditions, the Camino Capistrano/Stonehill Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 with harborwide project weekend conditions during both the noon peak hour and p.m. peak hour according to performance criteria.

As also shown in Table 26, based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast buildout year 2030 with harborwide project weekend conditions (assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekend conditions).

Based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast year 2012 with commercial core project weekday and weekend conditions.

Based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast buildout year 2030 with commercial core project weekday and weekend conditions as well as forecast buildout year 2030 with harborwide project weekday and weekend conditions.

The State Highway study intersections are currently operating at and are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast buildout year 2030 without project weekday and weekend conditions.

The State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast buildout year 2030 with commercial core project weekday and weekend conditions as well as forecast buildout year 2030 with harborwide project weekday and weekend conditions.

The existing site is parked to code based on County of Orange parking requirements.

The proposed project site is parked to code based on County of Orange parking requirements.

It should be noted since on-street parallel parking is provided on both sides of Dana Point Harbor Drive in the project vicinity, it is recommended signage be installed to discourage motorists parking on the north side of Dana Point Harbor Drive from jaywalking across Dana Point Harbor Drive; the signage should direct pedestrians to cross Dana Point Harbor Drive at the designated crosswalks.

To reduce project traffic impacts to a level considered less than significant, the following mitigation measures are recommended:

#### **Forecast Year 2012 With Commercial Core Project Conditions**

**Mitigation Measure No. 1: Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or

other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.

### **Forecast Buildout Year 2030 With Commercial Core Project Conditions**

**Mitigation Measure No. 2: Puerto Place/Dana Point Harbor Drive** – Refer to Mitigation Measure No. 1

**Mitigation Measure No. 3: Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.

**Mitigation Measure No. 4: Doheny Park Plaza/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the widening of the eastbound Pacific Coast Highway approach from one left-turn lane and two through lanes to consist of one left-turn lane and three through lanes; and to widen the westbound Pacific Coast Highway approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

## **INTRODUCTION**

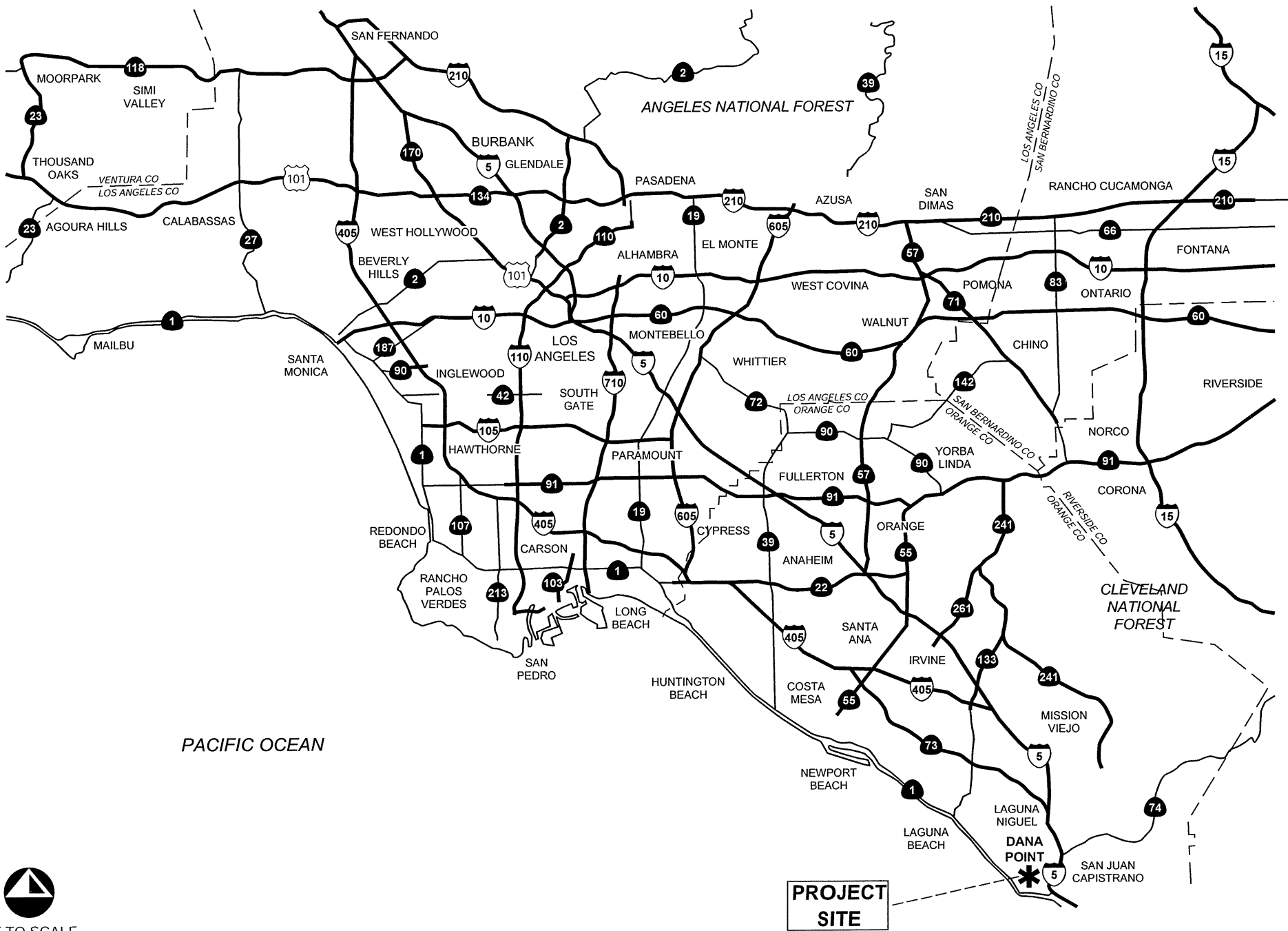
This study analyzes the forecast traffic impacts associated with the proposed Dana Point Harbor Revitalization project located west of Interstate 5 (I-5) and south of State Route 1 (SR-1) in the City of Dana Point. Exhibit 1 shows the regional project location.

For the purpose of establishing land use and development regulations for the Revitalization Plan, Dana Point Harbor has been divided into 12 Planning Areas. The Dana Point Harbor Revitalization project is planned to be constructed in two phases. Phase 1 will consist of construction of the commercial core area (Planning areas 1 and 2) and is expected to be completed by 2012. Phase 2 will consist of construction of the remaining land uses (Planning areas 3 through 12) and is expected to be completed by 2030. Exhibit 2 shows the location of the project site.

### **Study Area**

The study area consists of the following fifteen (15) intersections in the vicinity of the project site:

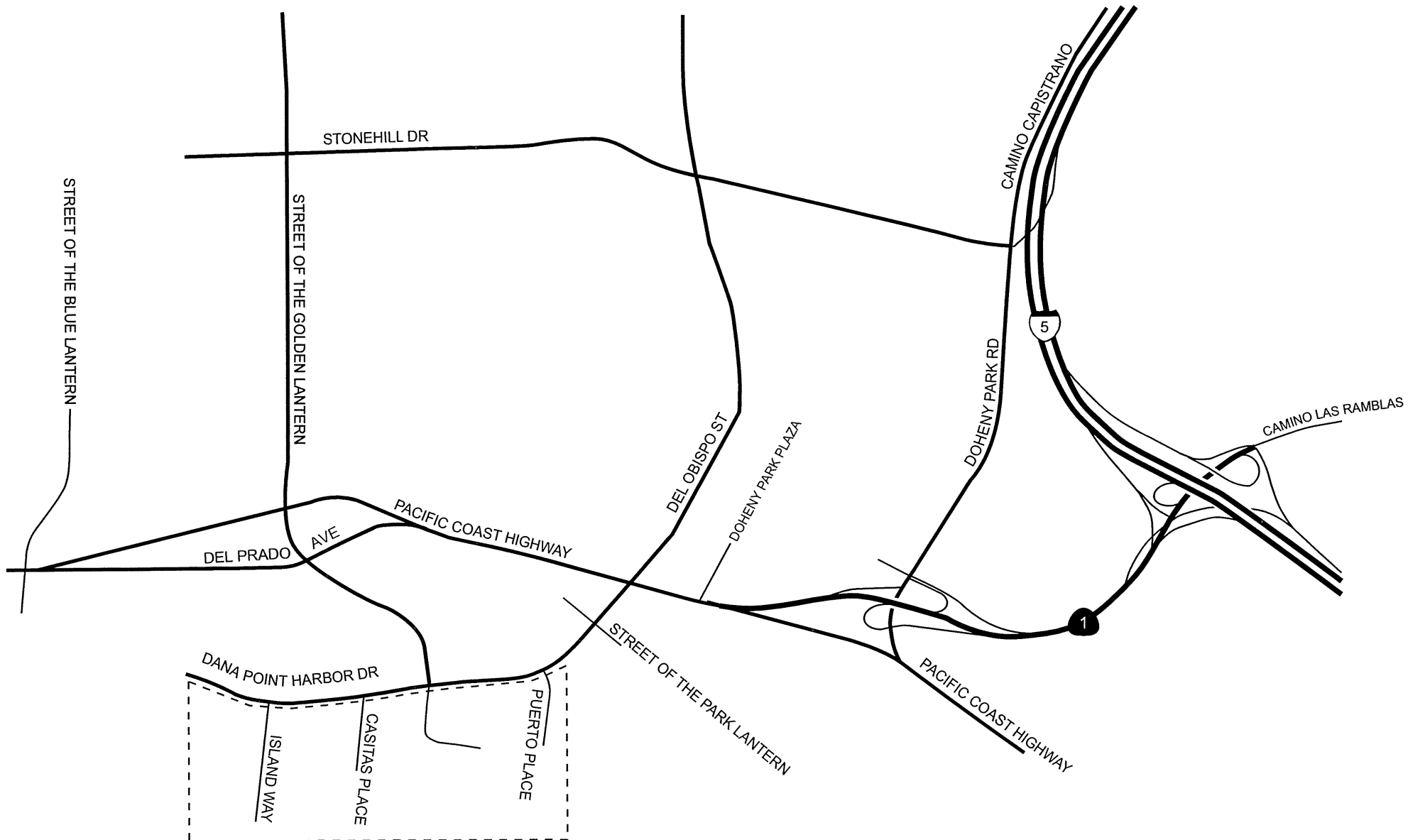
- Street of the Blue Lantern/Pacific Coast Highway (signalized);
- Street of the Golden Lantern/Stonehill Drive (signalized);
- Street of the Golden Lantern/Pacific Coast Highway (signalized);
- Street of the Golden Lantern/Del Prado Avenue (signalized);
- Island Way/Dana Point Harbor Drive (one-way stop controlled);
- Casitas Place/Dana Point Harbor Drive (one-way stop controlled);
- Street of the Golden Lantern/Dana Point Harbor Drive (signalized);
- Puerto Place/Dana Point Harbor Drive (one-way stop controlled);
- Street of the Park Lantern/Dana Point Harbor Drive (signalized);
- Del Obispo Street/Stonehill Drive (signalized);
- Del Obispo Street/Pacific Coast Highway (signalized);
- Camino Capistrano/Stonehill Drive (signalized);
- I-5 Southbound Off-Ramp/SR-1 (signalized); and
- I-5 Northbound Ramps/SR-1 (signalized).



NOT TO SCALE







Not to Scale

KEY:

----- PROJECT SITE BOUNDARY



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

- Existing Conditions;
- Existing Plus Commercial Core Project Conditions;
- Existing Plus Harborwide Project Conditions;
- Forecast Year 2012 Without Project Conditions;
- Forecast Year 2012 With Commercial Core Project Conditions;
- Forecast Buildout Year 2030 Without Project Conditions;
- Forecast Buildout Year 2030 With Commercial Core Project Conditions; and
- Forecast Buildout Year 2030 With Harborwide Project Conditions.

### Analysis Methodology

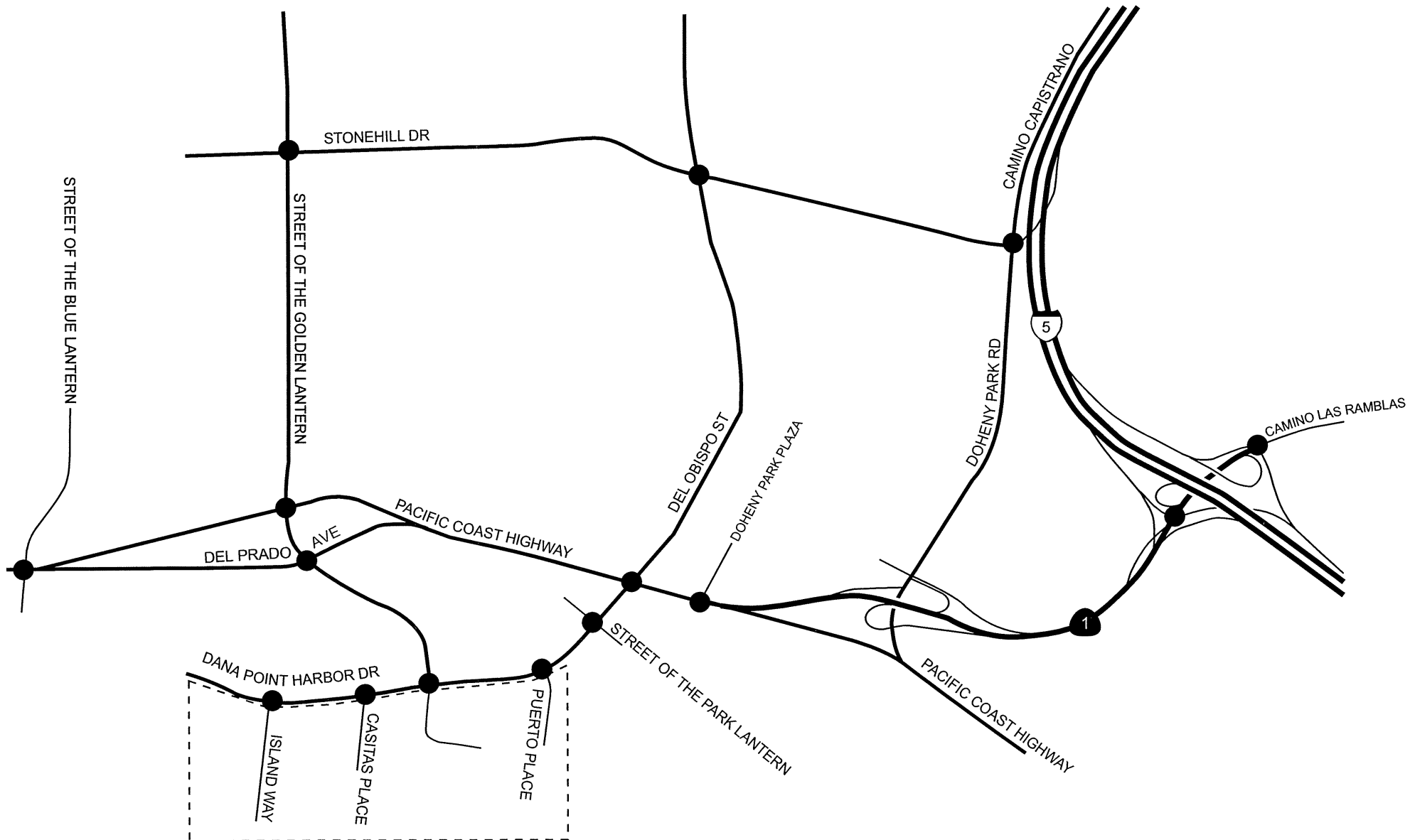
Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Intersection Capacity Utilization (ICU) analysis method is utilized to determine the operating LOS of signalized intersections.

The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios shown in Table 1.

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

Signalized Intersections	
V/C Ratio	LOS
$\leq 0.60$	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E
$> 1.00$	F

The Highway Capacity Manual (HCM) intersection analysis methodology is used to analyze the operation of unsignalized intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for unsignalized intersections shown in Table 2.



KEY:



STUDY INTERSECTION



PROJECT SITE BOUNDARY



Not to Scale



## Study Intersection Locations

**Table 2**  
**LOS & Delay Ranges**  
**Unsignalized Intersections**

LOS	Delay (seconds)
A	$\leq 10.0$
B	10.01 – 15.0
C	15.01 – 25.0
D	25.01 – 35.0
E	35.01 – 50.0
F	$> 50.0$

Source: 2000 Highway Capacity Manual

Level of service is based on the average stopped delay per vehicle for all movements of all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled movement.

LOS D is considered to be the minimum acceptable LOS that should be maintained during peak commute hours at intersections and major arterials and state highways. LOS C is the minimum link level of service for primary, secondary, and local streets.

### Thresholds of Significance

The project would have a significant impact if it lowers an existing acceptable level of service to an unacceptable level. A significant impact would also occur if the project increases traffic demand at a study intersection by 1 percent of capacity ( $ICU \geq 0.010$ ), causing or worsening unacceptable service level (LOS E or F) conditions.

It should be noted that these standards are consistent with County of Orange *Growth Management Plan Transportation Implementation Manual*. Therefore this analysis complies with County of Orange standards as well.

## EXISTING CONDITIONS

### Roadway Descriptions

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

**I-5** provides regional access for the project site as a six- to eight-lane freeway facility, traversing the State of California in a north-south orientation. I-5 originates at the Mexican border and continues north to its terminus at the Canadian border.

**Pacific Coast Highway (SR-1)** is a four-lane divided roadway, trending in an east-west direction; on-street parking is provided in the project vicinity. Pacific Coast Highway is classified

as a major arterial highway and designated State Route 1. The posted speed limit on Pacific Coast Highway is 40 miles per hour in the project vicinity.

**Stonehill Drive** is a four-lane divided roadway with a raised median trending in an east-west direction; on-street parking is prohibited. The posted speed limit on Stonehill Drive is 40 miles per hour.

**Doheny Park Road** is a four-lane divided roadway trending in a north-south direction; on-street parking is prohibited. The posted speed limit on Doheny Park Road is 45 miles per hour.

**Camino Capistrano** is a four-lane divided roadway trending in a north-south direction; on-street parking is prohibited. The posted speed limit on Camino Capistrano is 45 miles per hour.

**Doheny Park Plaza** is a two-lane undivided driveway trending in a north-south direction.

**Del Obispo Street** is a four-lane divided roadway with a raised median trending in a north-south direction; on-street parking is prohibited. The posted speed limit on Del Obispo Street is 35 miles per hour.

**Street of the Golden Lantern** is a four- to six-lane divided roadway trending in a north-south direction; on-street parking is provided north of Dana Point Harbor Drive. The posted speed limit on Street of the Golden Lantern is 30 miles per hour north of Dana Point Harbor Drive; the speed limit south of Dana Point Harbor Drive is 25 miles per hour.

**Del Prado Avenue** is a three-lane roadway trending in an eastbound direction; on-street parking is permitted. The posted speed limit on Del Prado Avenue is 30 miles per hour.

**Dana Point Harbor Drive** is a four-lane divided roadway trending in an east-west direction; on-street parking is provided. The posted speed limit on Dana Point Harbor Drive is 25 miles per hour between Cove Road and Street of the Golden Lantern; the speed limit between Street of the Golden Lantern and Pacific Coast Highway is 30 miles per hour.

**Street of the Blue Lantern** is a two-lane undivided roadway trending in a north-south direction; on-street parking is provided. The posted speed limit on Street of the Blue Lantern is 25 miles per hour.

**Street of the Park Lantern** is a two- to four-lane undivided roadway trending in a northwest-southeast direction; on-street parking is prohibited. The posted speed limit on Street of the Park Lantern is 25 miles per hour.

**Island Way** is a two-lane undivided roadway trending in north-south direction; on-street parking is prohibited. The posted speed limit on Island Way is 25 miles per hour.

**Casitas Place** is a two-lane undivided roadway trending in north-south direction; on-street parking is prohibited. The posted speed limit on Casitas Place is 25 miles per hour.

**Puerto Place** is a two-lane undivided roadway trending in north-south direction; on-street parking is prohibited. The posted speed limit on Puerto Place is 25 miles per hour.



## Existing Peak Hour Traffic Volumes

To determine the existing operation of the study intersections, a.m. peak hour and p.m. peak hour intersection movement counts were taken during typical weekday conditions in June 2005, and noon peak hour and p.m. peak hour intersection movement counts were taken during Memorial Day weekend conditions in May 2005.

Exhibits 4 and 5 show existing weekday a.m. peak hour and p.m. peak hour volumes and existing weekend noon peak hour and p.m. peak hour volumes at the study intersections, respectively. Detailed traffic count data is contained in Appendix A. Exhibit 6 shows existing study intersection geometry.

## Existing Weekday Conditions Intersection Peak Hour LOS

Table 3 summarizes existing weekday a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 3**  
**Existing Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.459	N/A	A	0.503	N/A	A
St of the Golden Lantern/Stonehill Dr	0.438	N/A	A	0.591	N/A	A
St of the Golden Lantern/Pacific Coast Hwy	0.482	N/A	A	0.525	N/A	A
St of the Golden Lantern/Del Prado Ave	0.325	N/A	A	0.513	N/A	A
Island Way/Dana Point Harbor Dr	N/A	10.0	B	N/A	10.8	B
Casitas Place/Dana Point Harbor Dr	N/A	9.7	A	N/A	11.3	B
St of the Golden Lantern/Dana Point Harbor Dr	0.225	N/A	A	0.336	N/A	A
Puerto Place/Dana Point Harbor Dr	N/A	10.4	B	N/A	12.5	B
St of the Park Lantern/Dana Point Harbor Dr	0.161	N/A	A	0.252	N/A	A
Del Obispo St/Stonehill Dr	0.659	N/A	B	0.674	N/A	B
Del Obispo St/Pacific Coast Hwy	0.649	N/A	B	0.791	N/A	C
Doheny Park Plaza/Pacific Coast Hwy	0.607	N/A	B	0.698	N/A	B
Camino Capistrano/Stonehill Dr	0.871	N/A	D	0.706	N/A	C
I-5 SB Off-Ramp/SR-1	0.235	N/A	A	0.325	N/A	A
I-5 NB Ramps/SR-1	0.254	N/A	A	0.238	N/A	A

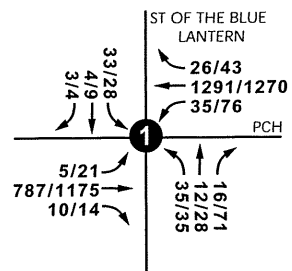
**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 3, the study intersections are currently operating at an acceptable LOS (LOS D or better) for weekday conditions according to performance criteria.

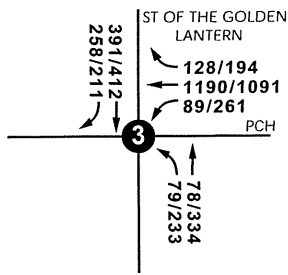
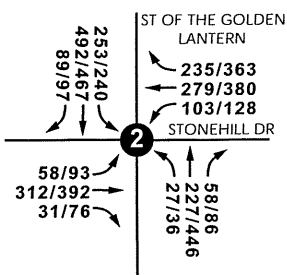
## Existing Weekend Conditions Intersection Peak Hour LOS

Table 4 summarizes existing weekend noon peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

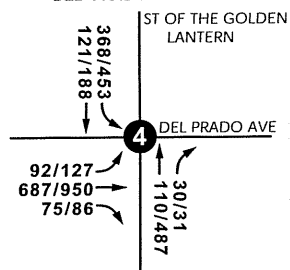
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PACIFIC COAST HIGHWAY



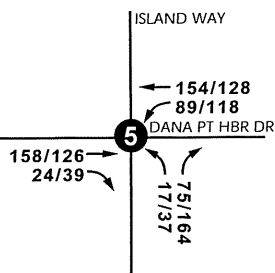
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STONEHILL DRIVE



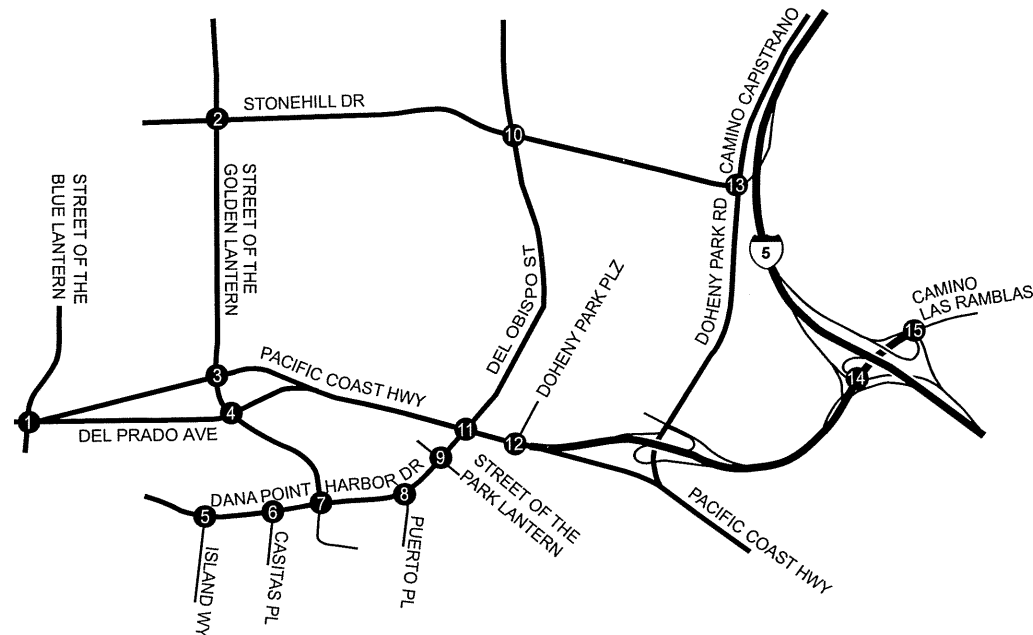
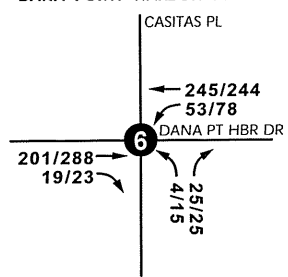
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DEL PRADO AVENUE



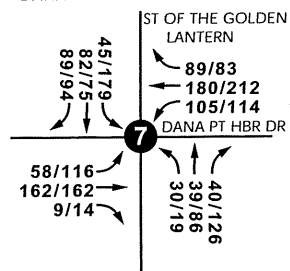
ISLAND WAY/  
DANA POINT HARBOR DRIVE



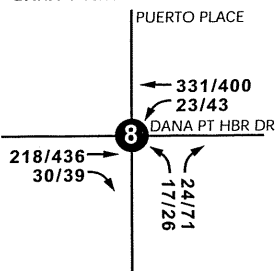
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DANA POINT HARBOR DRIVE



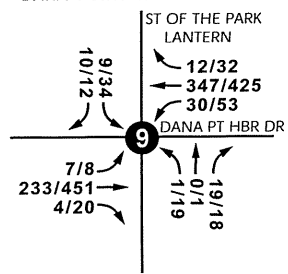
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DANA POINT HARBOR DRIVE



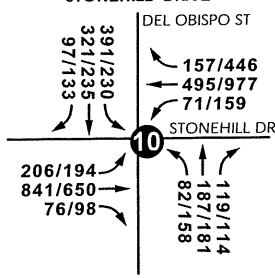
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DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



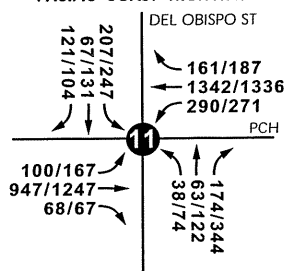
DEL OBISPO STREET/  
STONEHILL DRIVE



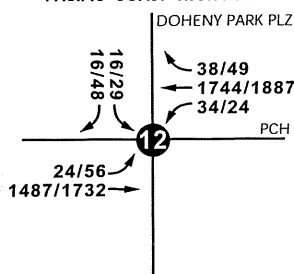
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Key:  
XX/XX AM/PM Peak Hour Volumes

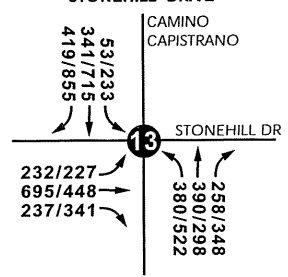
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PACIFIC COAST HIGHWAY



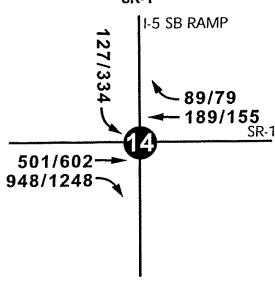
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



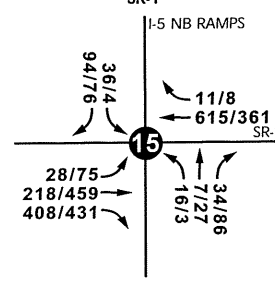
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1

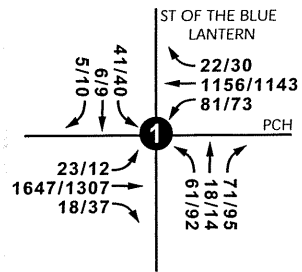


I-5 NORTHBOUND RAMPS/  
SR-1

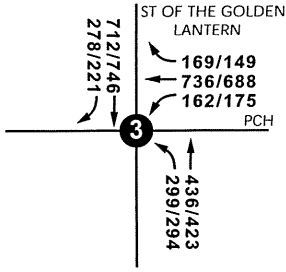
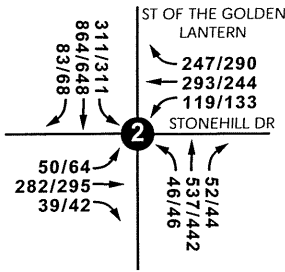


## Existing Weekday AM/PM Peak Hour Intersection Volumes

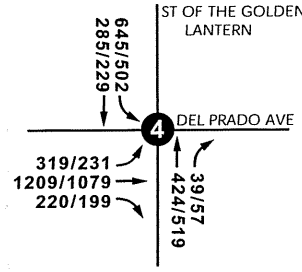
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PACIFIC COAST HIGHWAY



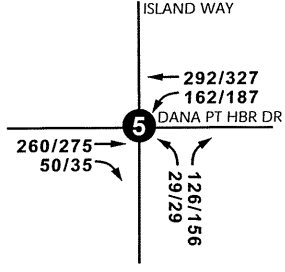
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STONEHILL DRIVE



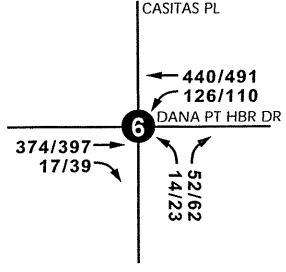
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DEL PRADO AVENUE



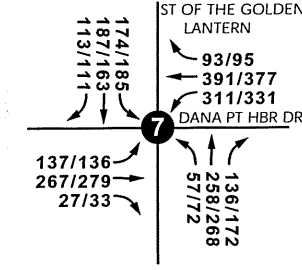
ISLAND WAY/  
DANA POINT HARBOR DRIVE



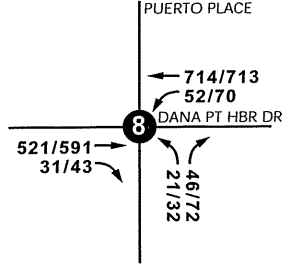
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DANA POINT HARBOR DRIVE



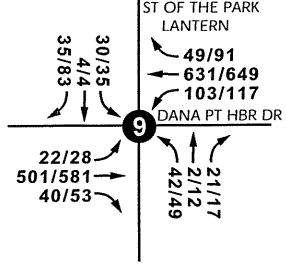
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DANA POINT HARBOR DRIVE



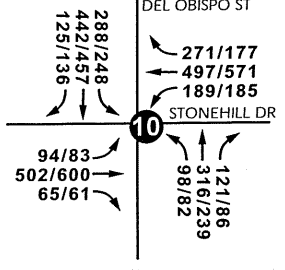
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



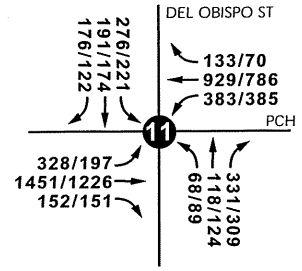
DEL OBISPO STREET/  
STONEHILL DRIVE



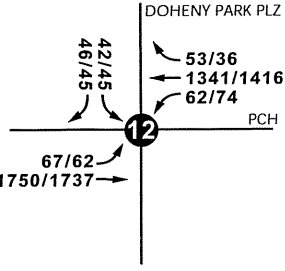
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Key:  
XX/XX Noon/PM Peak Hour Volumes

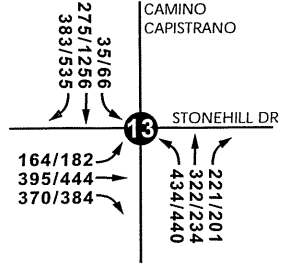
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



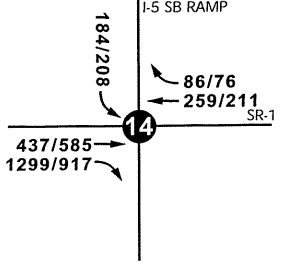
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



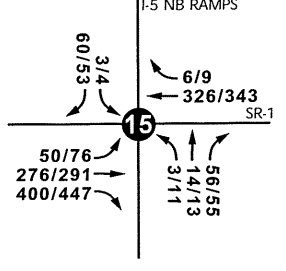
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1

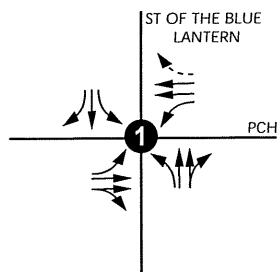


I-5 NORTHBOUND RAMPS/  
SR-1

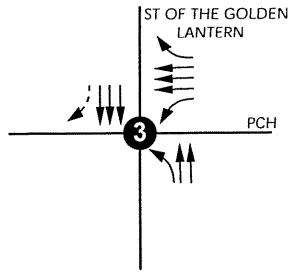
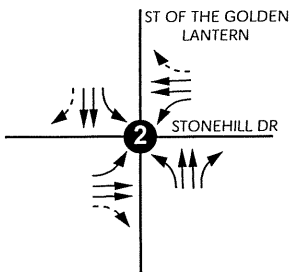


# Existing Weekend Noon/PM Peak Hour Intersection Volumes

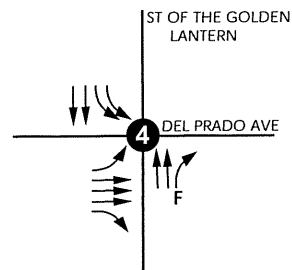
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PACIFIC COAST HIGHWAY



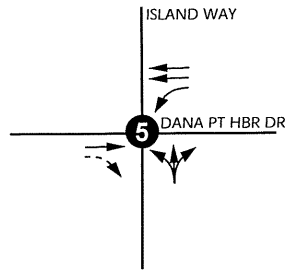
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STONEHILL DRIVE



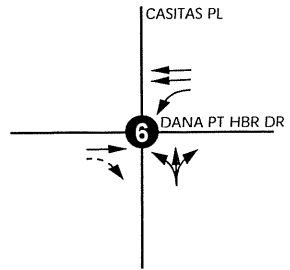
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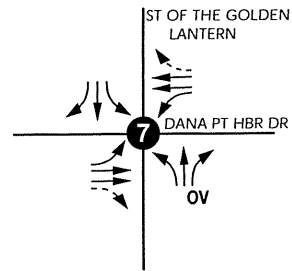
ISLAND WAY/  
DANA POINT HARBOR DRIVE



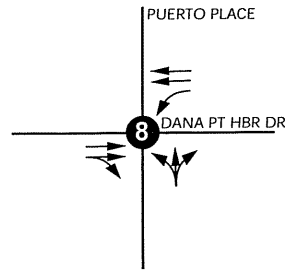
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



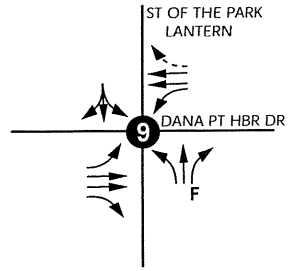
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



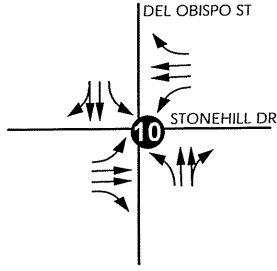
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



DEL OBISPO STREET/  
STONEHILL DRIVE

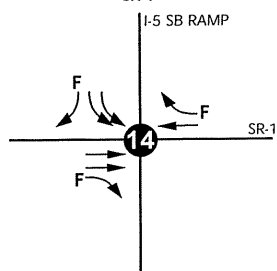


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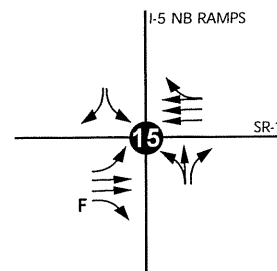
#### LEGEND:

- ← Existing Lane
- ← F Free-Right Turn Lane
- ← Defacto Right Turn Lane
- ← ov Overlap Right Turn Lane

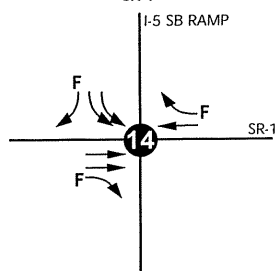
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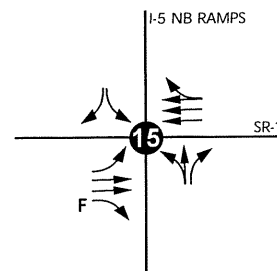
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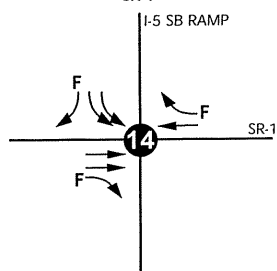
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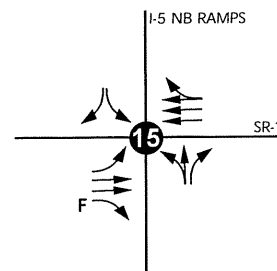
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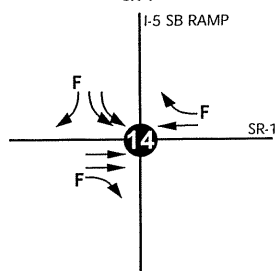
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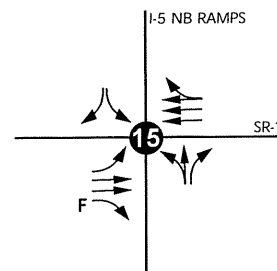
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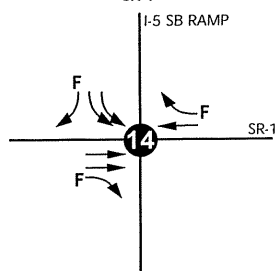
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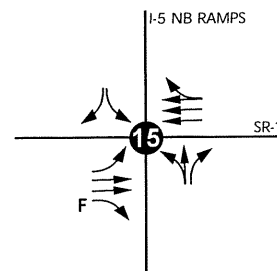
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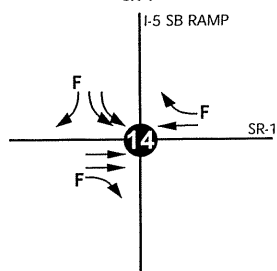
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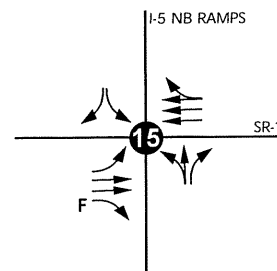
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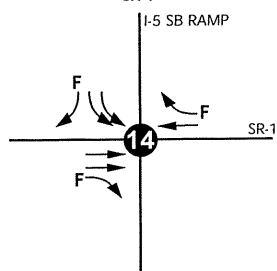
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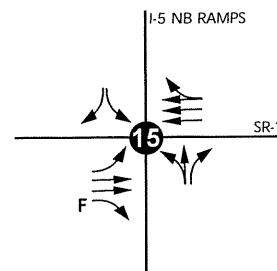
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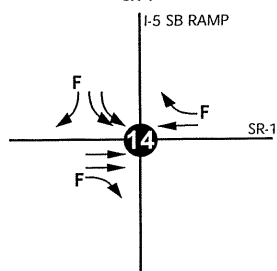
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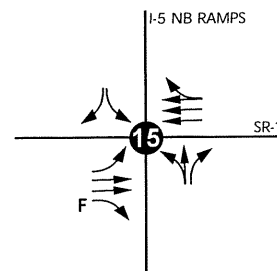
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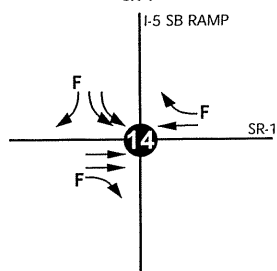
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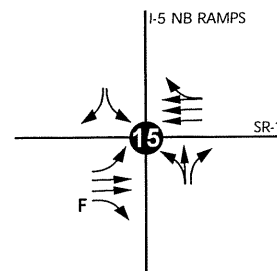
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SR-1



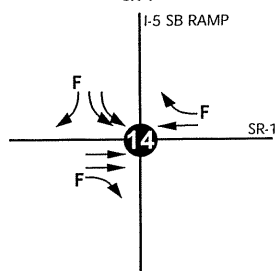
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SR-1



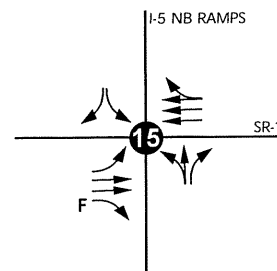
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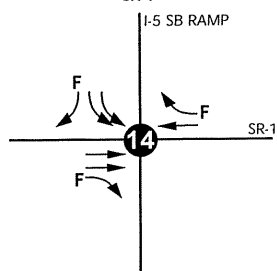
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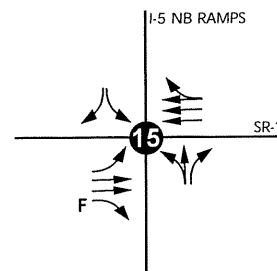
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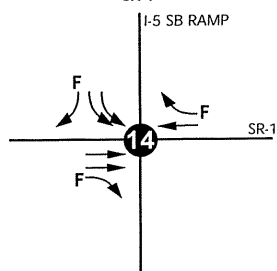
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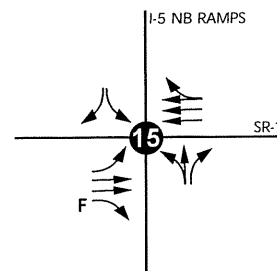
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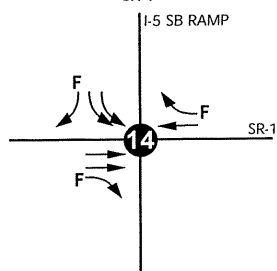
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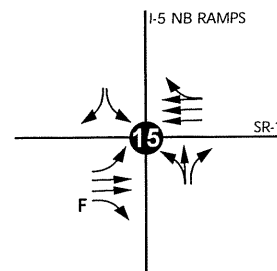
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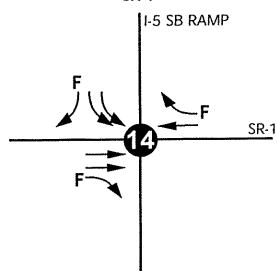
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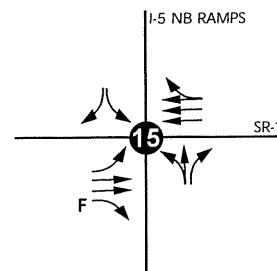
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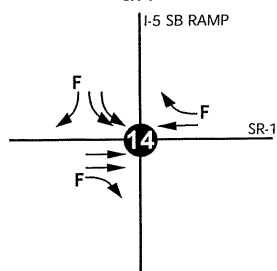
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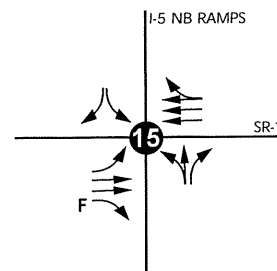
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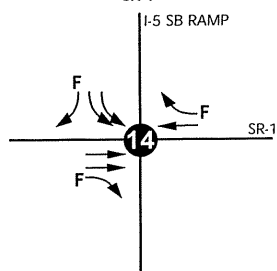
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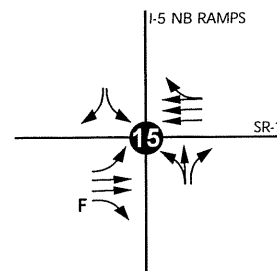
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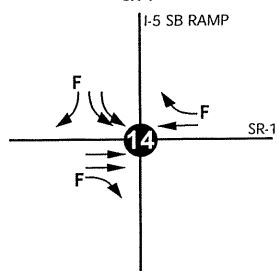
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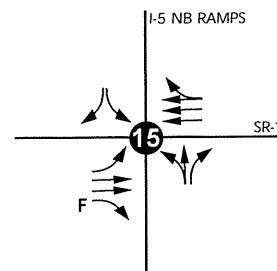
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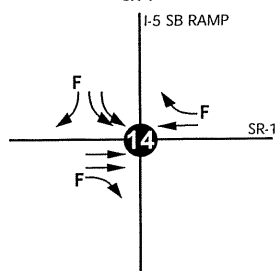
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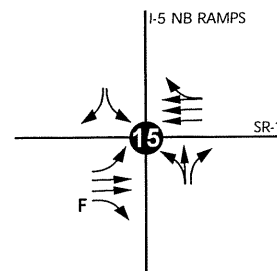
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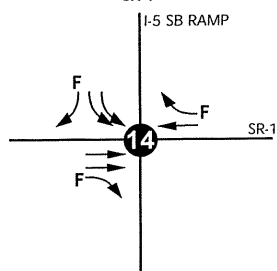
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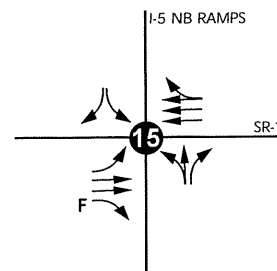
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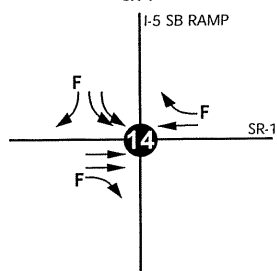
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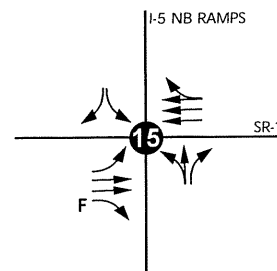
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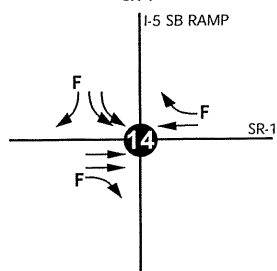
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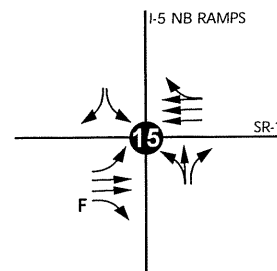
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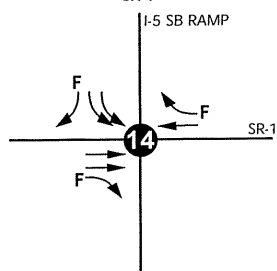
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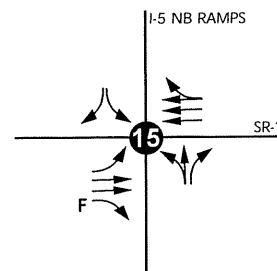
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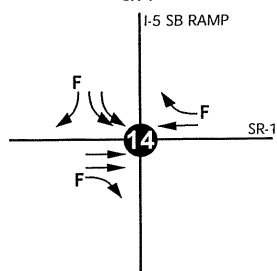
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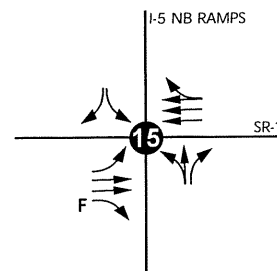
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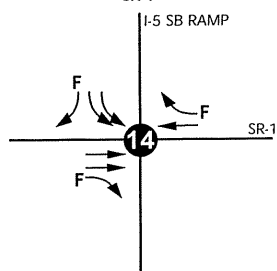
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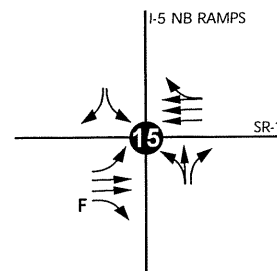
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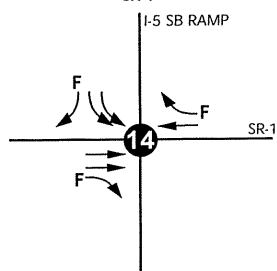
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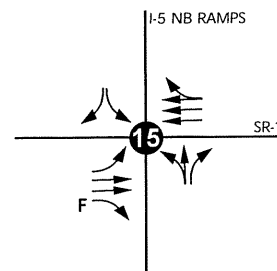
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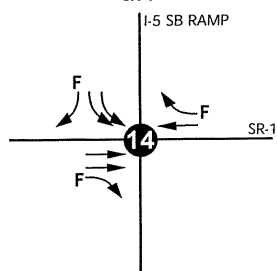
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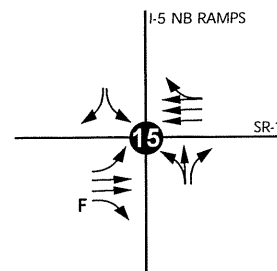
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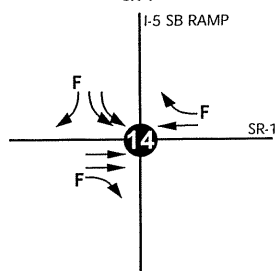
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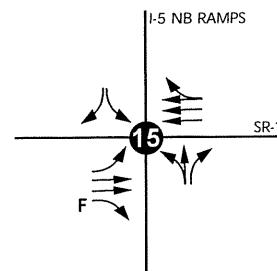
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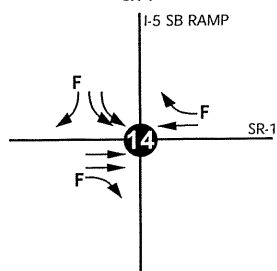
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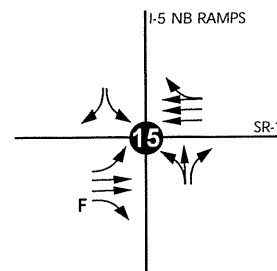
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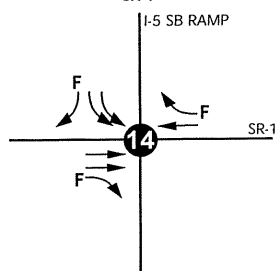
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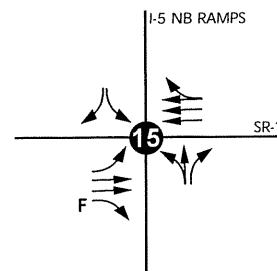
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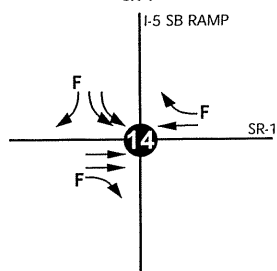
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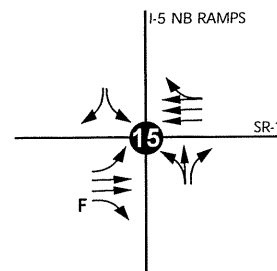
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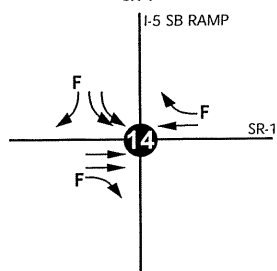
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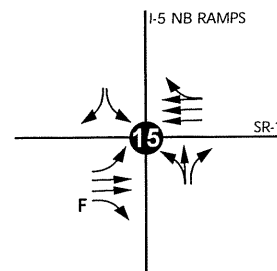
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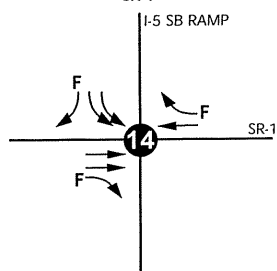
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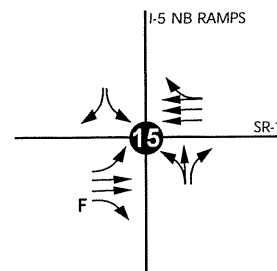
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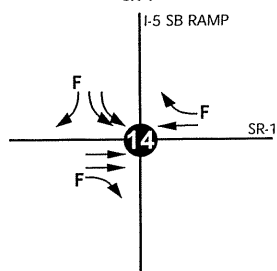
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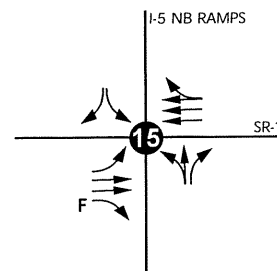
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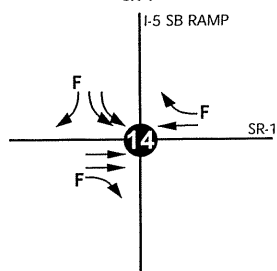
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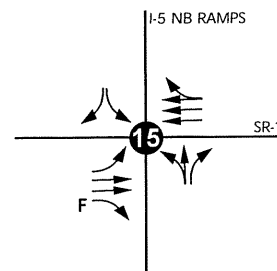
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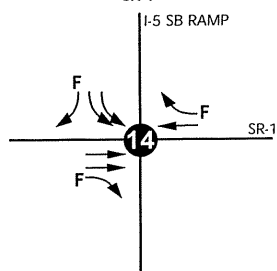
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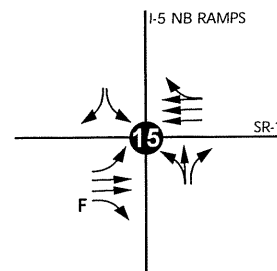
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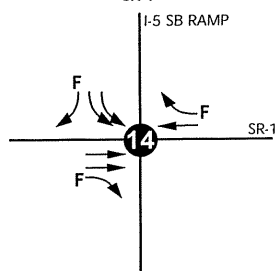
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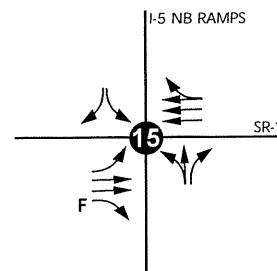
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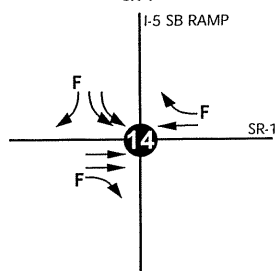
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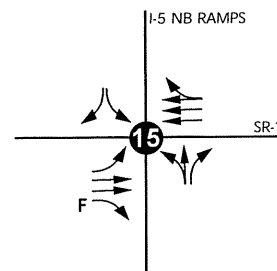
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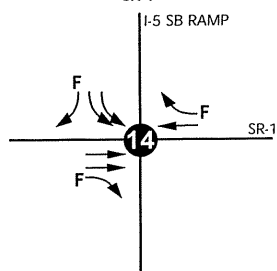
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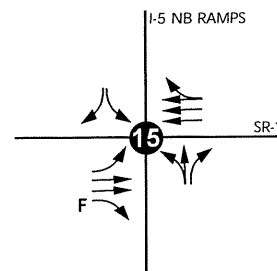
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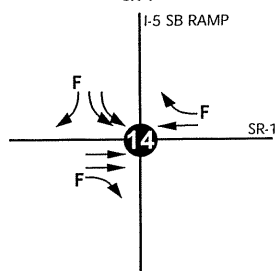
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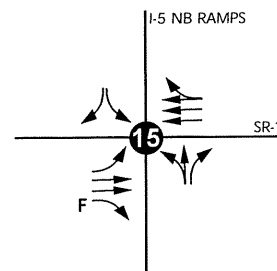
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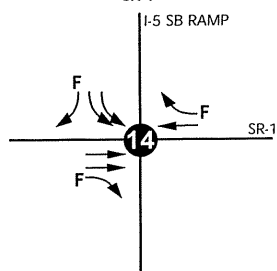
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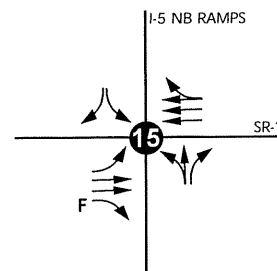
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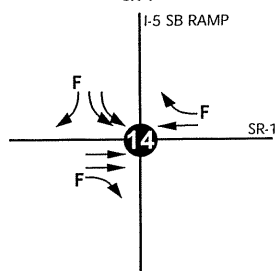
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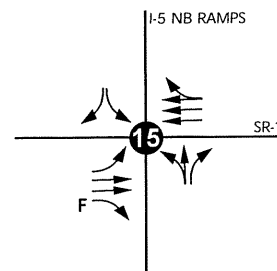
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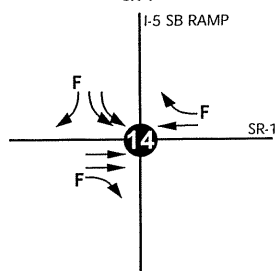
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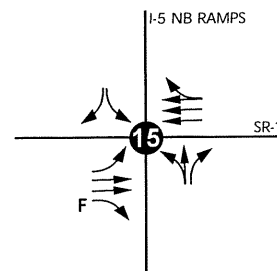
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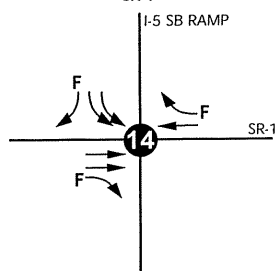
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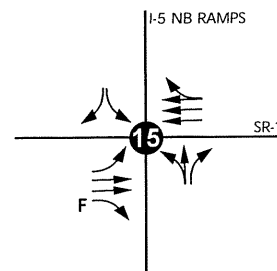
I-5 NORTHBOUND RAMPS/  
SR-1



I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMPS/  
SR-1



I-5 SOUTHBOUND OFF-RAMP/  
SR-1

**Table 4**  
**Existing Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Noon Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.653	N/A	B	0.568	N/A	A
St of the Golden Lantern/Stonehill Dr	0.566	N/A	A	0.571	N/A	A
St of the Golden Lantern/Pacific Coast Hwy	0.534	N/A	A	0.504	N/A	A
St of the Golden Lantern/Del Prado Ave	0.601	N/A	B	0.562	N/A	A
Island Way/Dana Point Harbor Dr	N/A	12.4	B	N/A	13.2	B
Casitas Place/Dana Point Harbor Dr	N/A	12.6	B	N/A	13.7	B
St of the Golden Lantern/Dana Point Harbor Dr	0.566	N/A	A	0.593	N/A	A
Puerto Place/Dana Point Harbor Dr	N/A	14.7	B	N/A	17.7	C
St of the Park Lantern/Dana Point Harbor Dr	0.323	N/A	A	0.390	N/A	A
Del Obispo St/Stonehill Dr	0.607	N/A	B	0.577	N/A	A
Del Obispo St/Pacific Coast Hwy	0.753	N/A	C	0.679	N/A	B
Doheny Park Plaza/Pacific Coast Hwy	0.653	N/A	B	0.657	N/A	B
Camino Capistrano/Stonehill Dr	0.785	N/A	C	0.810	N/A	D
I-5 SB Off-Ramp/SR-1	0.256	N/A	A	0.283	N/A	A
I-5 NB Ramps/SR-1	0.182	N/A	A	0.201	N/A	A

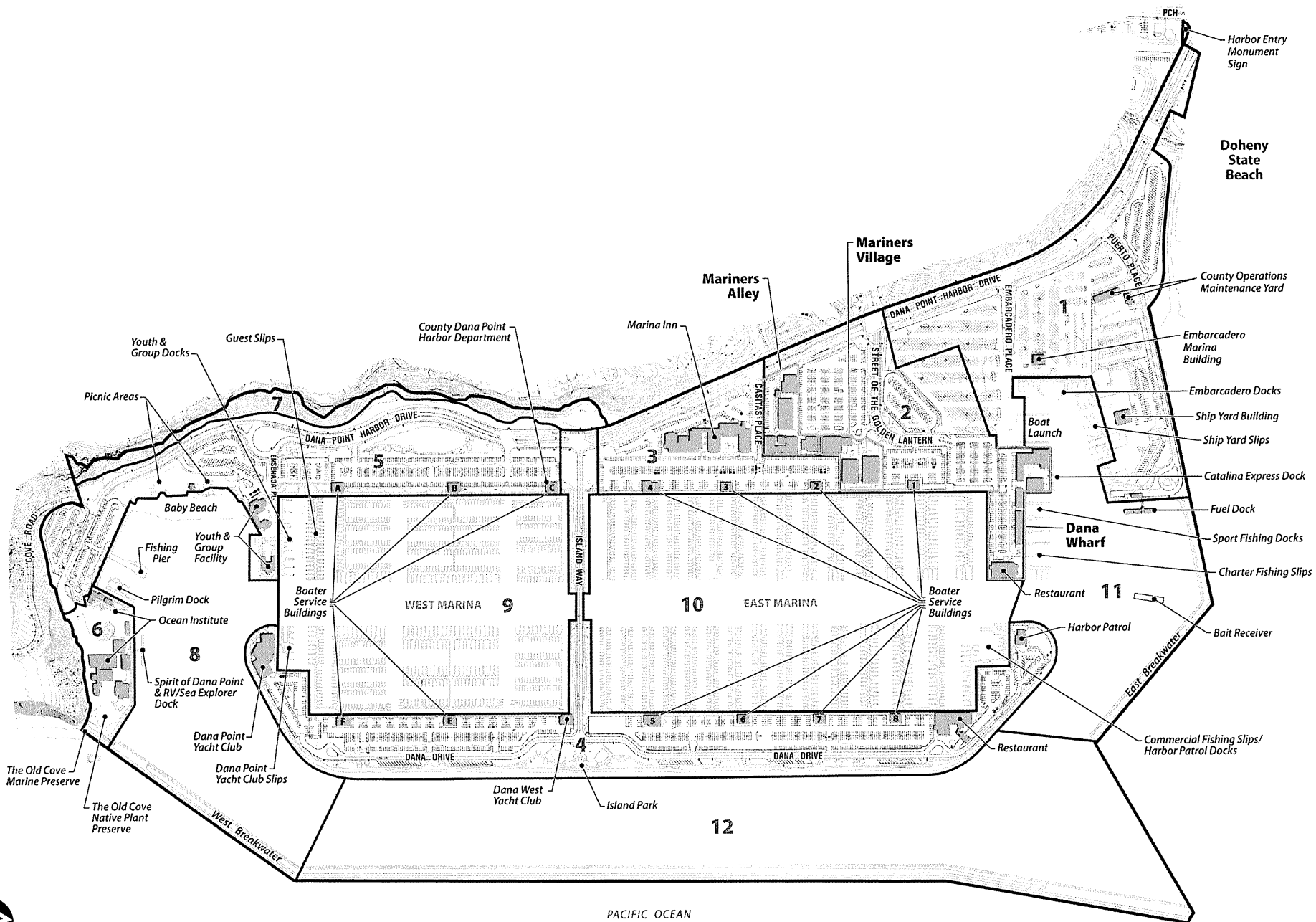
**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 4, the study intersections are currently operating at an acceptable LOS (LOS D or better) for weekend conditions according to performance criteria.

## PROJECT SUMMARY

### Existing Conditions

Dana Point Harbor (Harbor) is approximately 276.8 acres, owned and operated by the County of Orange (County), and located entirely in the southern portion of the City of Dana Point (City). The general configuration of the Harbor has three components: a landside area adjacent to the bluffs (consisting of open space, park, marine services, and commercial uses); the Island (consisting of marine services and restaurant/recreation uses); and marina areas that provide approximately 2,493 small-craft boats slips, commercial fishing slips, federal anchorage areas, and the Spirit of Dana Point Sea Explorer Dock, the Pilgrim Dock, the fuel dock, sport fishing docks, and bait receiver. Restaurants, multi-family and single-family residences, and hotels are located on top of the bluffs overlooking the site to the northwest and north. The land uses above the site, along the coastal bluffs, are generally Harbor-oriented commercial and residential properties for which the views of the Pacific Ocean and Dana Point Harbor play an important role. Adjacent land uses to the north and east include City and County parks, Doheny State Beach, and the Old Cove Marine Preserve. Refer to Exhibit 7 (Existing Conditions).



Not to Scale



## **Proposed Project**

The Dana Point Harbor Revitalization Project (Revitalization Plan) will provide a comprehensive planning tool for the entire Harbor and reflects current planning and design analyses. The proposed Revitalization Plan will establish a Commercial Core (Planning Areas 1 and 2) and provide for the replacement and/or remodeling of all existing retail and restaurant buildings. The Revitalization Plan also includes the reconfiguration of all existing surface parking areas to provide additional parking, new boater loading and drop-off areas, new dry-stack boat storage spaces and improvements to boater service and public restroom buildings. The proposed Revitalization Plan will provide for the relocation of certain yacht brokerage firms and other harbor-related offices uses to the Commercial Core area and the construction of a new lighthouse facility at the terminus of Puerto Place. Outside the Commercial Core area, the Revitalization Plan provides for a number of future improvements (Planning Areas 3 through 12). Plans for Planning Area 4 include the renovation and/or expansion of the Dana Point and Dana West Yacht Clubs, restaurant renovations and modifications to the Harbor Patrol Offices to provide additional meeting rooms or staff office space. Additional work is anticipated to be performed to reconfigure and/or reconstruct the marina docks and portions of the seawall, add additional guest boater slips closer to the Commercial Core and to construct a dinghy dock area adjacent to Dana Wharf. A summary of Planning Areas 1 through 12 are as follows. Refer to Exhibit 8 (Dana Point Harbor Revitalization Proposed Plan).

### **Planning Area 1 – Marine Services**

The Revitalization Plan will add two dry stacked boat storage facility buildings in the northeast shipyard area (near the intersection of Puerto Place and Dana Point Harbor Drive) with a capacity to store up to 800 boats ranging in size from 20 to 40 feet, when both buildings are completed. At full buildout, the marine services area parking will include 458 vehicle parking spaces. There will be approximately 93 surface boat storage spaces and 230 car with trailer parking spaces. This reallocation results in the addition of 170 parking spaces and 47 car with trailer spaces, within Planning Area 1. However, there will be a decrease of 130 car with trailer spaces currently located within Planning Area 2. Surface boat parking will decrease by approximately 423 spaces, but will be partially off-set by the dry stack storage.

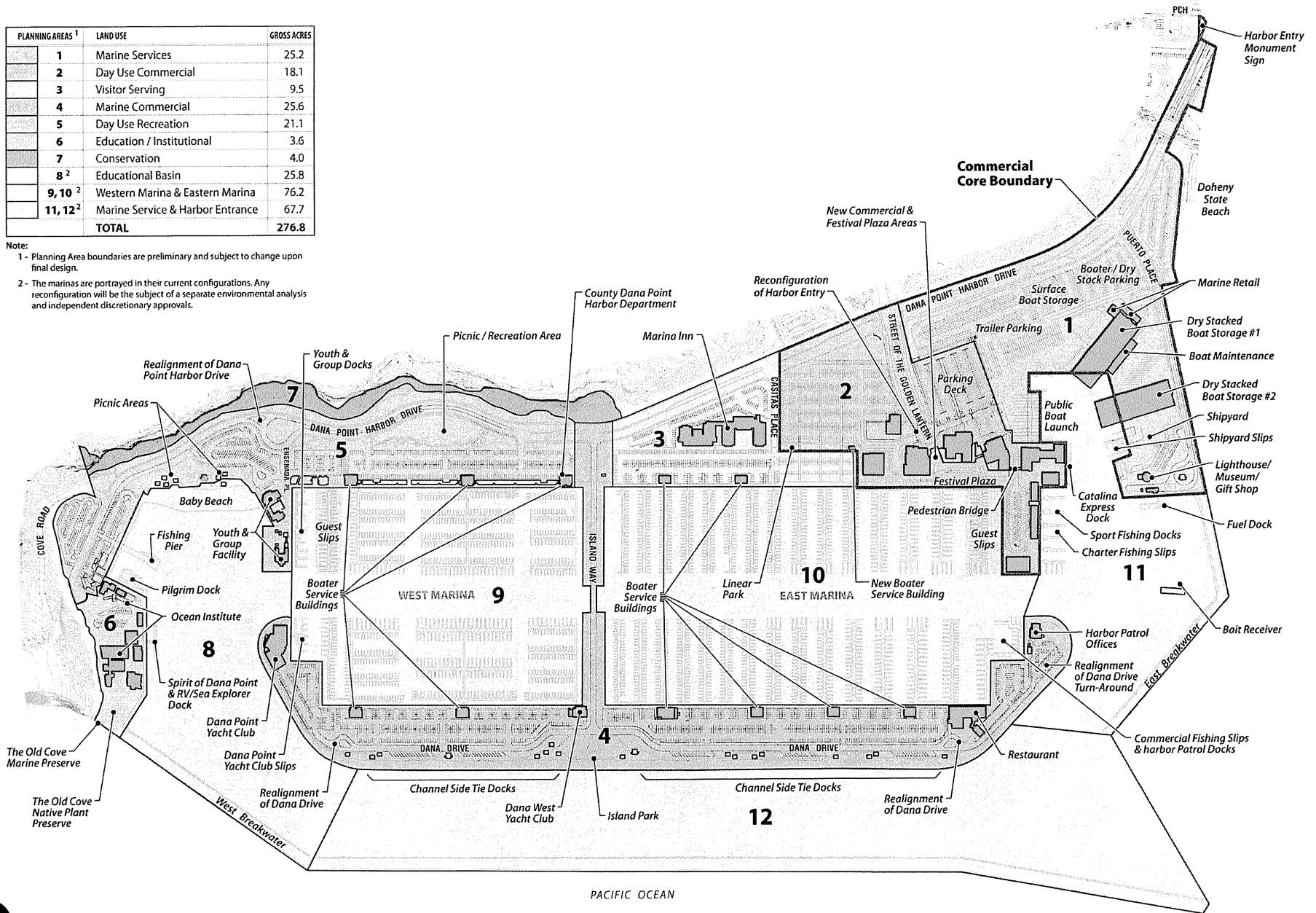
In addition to the boater services, a lighthouse may be constructed at the southern area of Planning Area 1 and will include a structure of up to 2,500 square feet, housing a nautical museum, a small retail gift shop, a meeting room, kitchen, and restrooms.

### **Planning Area 2 – Day Use Commercial**

The Dana Point Harbor Revitalization Plan establishes a large, centralized outdoor Festival Plaza, located at the southern terminus of Street of the Golden Lantern, within the central portion of the Harbor's Commercial Core. The Festival Plaza provides direct views across the Commercial Core area to the Harbor by creating an open plaza area along the waterfront. The Festival Plaza adds a central gathering space for Harborwide events, activities, and celebrations throughout the year (currently events in the Commercial Core area are limited to a small area of lawn adjacent to a restaurant service dock). The Festival Plaza area will include approximately 35,000 square feet, with a combination of landscaping, paving, and seating areas. A Pedestrian Promenade will extend from Casitas Place, at the west end of Dana Wharf, to the east end, and will vary in width from 15 feet to 50 feet. The Festival Plaza is being constructed as an integral

PLANNING AREAS <sup>1</sup>	LAND USE	GROSS ACRES
1	Marine Services	25.2
2	Day Use Commercial	18.1
3	Visitor Serving	9.5
4	Marine Commercial	25.6
5	Day Use Recreation	21.1
6	Education / Institutional	3.6
7	Conservation	4.0
8 <sup>2</sup>	Educational Basin	25.8
9, 10 <sup>2</sup>	Western Marina & Eastern Marina	76.2
11, 12 <sup>2</sup>	Marine Service & Harbor Entrance	67.7
	<b>TOTAL</b>	<b>276.8</b>

Note:  
 1 - Planning Area boundaries are preliminary and subject to change upon final design.  
 2 - The marinas are portrayed in their current configurations. Any reconfiguration will be the subject of a separate environmental analysis and independent discretionary approvals.



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part of the new parking and waterfront retail area along the Harbor's edge. Adjacent to the commercial area is a two-level parking deck, which will provide an estimated 610 parking spaces on two levels. The upper level of the parking deck is set slightly into the ground, affording direct access from Street of the Golden Lantern; the lower level is accessed from both Street of the Golden Lantern and the adjacent surface parking lot.

### **Planning Area 3 – Visitor Serving**

The Dana Point Harbor Revitalization Plan provides for future replacement of the Marina Inn with a new facility located in the present hotel location or relocated closer to the waterfront to promote a stronger pedestrian connection with the promenade and Festival Plaza in front of the new Commercial Core area. Although not yet designed, the new hotel is planned to provide up to a maximum of 220 guest rooms with full-service amenities, including expanded lobby area with guest services, food and beverage facilities, function and meeting room areas, ancillary retail space, a specialty restaurant, a health and fitness club, pool, and other outdoor activity facilities (sand volleyball court, etc.).

### **Planning Area 4 – Marine Commercial**

The Revitalization Plan provides marine commercial land use regulations and site development standards focusing on renovations geared to enhance the quality of services, access to views, and amenities available in the Harbor. Plans also include an improved turn-around for the eastern part of the Island, resolving a major visitor and emergency response constraint. The Harbor Patrol facility is proposed to be expanded from 6,000 square feet to 7,500 square feet. The eastern tip of the Island may be considered for an entry treatment, possibly integrated into the Harbor Patrol building expansion. Additionally, the water taxi service will have pick-up/drop-off locations along the Harbor Patrol facility, Outlook Park, and the Dana Point Yacht Club. The improvements at the Dana Point Yacht Club and Dana West Yacht Club will provide storage for kayaks, rowboats, and other small craft used by the yacht clubs, as well as an increase in the overall square footage.

### **Planning Area 5 – Day Use Recreation**

Planning Area 5 will include an expansion of the Youth and Group Facility, which currently offers meeting rooms for recreational activities, community events, and private parties, as well as sailing and ocean-related educational programs. The Youth and Group Facility will increase by approximately 6,000 square feet to a total of 17,000 square feet. There will be a water taxi pick-up/drop-off station adjacent to the Facility. Dana Point Harbor Drive will be slightly realigned adjacent to the facility to remove the existing traffic circle to improve traffic circulation and safety for park users. The pedestrian trails will integrate off-site parking spaces with on-site pedestrian circulation. Also included will be the expansion of boater service buildings by 2,000 square feet each. Additional enhancements will include picnic area improvements, upgraded restrooms, and reconfigured parking areas.

## **Planning Area 6 – Educational/Institutional**

The Ocean Institute consists of a series of buildings devoted to creating unique marine laboratory environments that serve as learning centers for the At Sea, Ecology, and SurfScience/Overnight programs. Other support buildings house a bookstore (Campus Store), a multipurpose room, a main lobby, an exhibit area, student services, administration, a library and conference room, and other support spaces. Recreational uses within the vicinity of the Ocean Institute include the old Cove Native Plant Preserve and the Old Cove Marine Preserve. To facilitate access to the Ocean Institute, a water taxi stop may be located adjacent to the Ocean Institute's Tall Ship Harbor.

## **Planning Area 7 – Conservation**

The Revitalization Plan creates a separate land use district for Planning Area 7 with established regulations to preserve the coastal bluff-face as an important coastal resource. Planning Area 7 includes a small amount of coastal sage scrub, which is a sensitive plant species that provides habitat for other sensitive plant and animal species. To ensure protection for sensitive species, adequate setbacks and buffers have been incorporated into the design of the Revitalization Plan. The permitted plant materials proposed as part of the Project design are noninvasive, native plants to the extent feasible.

## **Planning Area 8 – Educational Basin**

The Revitalization Plan provides a framework for the future reconfiguration of the boat docks adjacent to the Ocean Institute and renovation of the marine portions of Baby Beach. Potential changes for Planning Area 8 may range from implementing on-going water quality Best Management Practices (BMPs) to reconfiguring the man-made sandy beach to its original tide pool configuration.

## **Planning Areas 9 and 10 – West Marina and East Marina**

Proposed as part of the Revitalization Plan are provisions for the future reconfiguration and/or reconstruction of the east and west marina docks and seawall. To meet boater needs, revisions to the existing slips will be made to accommodate larger boats. Proposed plans for the East Marina include the addition of visitor slips, improving visitor access, and reducing boater vehicular parking needs in that area.

## **Planning Areas 11 and 12 – Marine Services/Harbor Entrance**

The Revitalization Plan provides renovations to the Harbor entrance including several changes to improve access to the water and the mobility of boats within the Harbor. The Revitalization Plan will increase the safety, efficiency, and recreational value of the channel. To improve circulation within the Harbor, the Revitalization Plan includes modernization of the docks in the shipyard area and sportfishing docks and charter fishing slips, and the potential relocation of the fuel dock facility.

## Off-site areas

To minimize the disruption of the Harbor facilities for marina users and visitors during construction operations, the County proposes implementation of a Construction Parking Management Plan. This plan will provide adequate parking facilities for boats and vehicles to offset the loss of parking in the Harbor during construction. Additionally, as part of the Construction Parking Management Plan, a combination of on- and off-site parking areas will be used for the temporary storage of boats and vehicles, and for employee parking. Two potential off-site parking locations, presently under consideration, include the South Coast Water District (SCWD) property, located north of Pacific Coast Highway and east of San Juan Creek; and the Selva Parking Lot, located near the southern terminus of Selva Road (approximately 1.5 miles west of the Harbor). Up to 250 boats could be stored at the SCWD Lot during the intermediate phase of the Revitalization Plan. The Selva Parking Lot will be utilized as an alternative site should overflow parking be needed.

## Project Trip Generation

To calculate trips forecast to be generated by the proposed project ITE trip generation rates were utilized. Table 5 summarizes the *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

**Table 5**  
**Proposed Project ITE Trip Rates**

ITE Code	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
420	Boat Berths	0.03	0.05	0.08	0.11	0.08	0.19	2.96
710	tsf	1.36	0.19	1.55	0.25	1.24	1.49	11.01
814	tsf	0.00	0.00	0.00	1.19	1.52	2.71	44.32
942	tsf	1.91	1.03	2.94	1.69	1.69	3.38	15.86 <sup>1</sup>
590	tsf	0.76	0.30	1.06	3.40	3.69	7.09	54.00
932	tsf	5.99	5.53	11.52	6.66	4.26	10.92	127.15
310	Occupied Rooms	0.39	0.28	0.67	0.34	0.36	0.70	8.92
931	tsf	0.66	0.15	0.81	5.02	2.47	7.49	89.95
495	tsf	0.99	0.63	1.62	0.48	1.16	1.64	22.88

Source: 2003 ITE Trip Generation Manual, 7<sup>th</sup> Edition

Note: tsf = thousand square feet; <sup>1</sup> Saturday Daily Rate.

It should be noted this analysis assumes a conservative trip generation scenario, since it does not assume any pass-by trip discount, nor does it assume any on-site trip capture discount.

Table 6 summarizes trips generated by the existing site utilizing the trip generation rates shown in Table 5.

**Table 6**  
**Dana Point Harbor Existing Trip Generation (Based on Planning Area)**

Planning Area	Description	ITE Land Use (Code)	Size	AM			PM			ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
1	Car Trailer Parking	420	183 Spaces	5	9	15	20	15	35	542
	BSB – Number X	710	2.5 tsf	3	0	4	1	3	4	28
	Boat Yard Building	942	5 tsf	10	5	15	8	8	17	79
	County Maintenance Yard - Office	710	1.8 tsf	2	0	3	0	2	3	20
2	Car Trailer Parking	420	130 Spaces	4	7	10	14	10	25	385
	BSB – Number 1 Yacht Brokerage	710	2 tsf	3	0	3	1	2	3	22
	Retail/Restaurant – Retail	814	26.6 tsf	0	0	0	32	40	72	1,179
	Retail/Restaurant – Restaurant	832	51.3 tsf	307	284	591	342	219	560	6,523
Existing Commercial Core Total				334	305	639	418	299	717	8,778
3	Hotel	310	136 OR	53	38	91	46	49	95	1,213
	BSB – No. 2 Yacht Bkg. – RELO to PA 2	710	1.8 tsf	2	0	3	0	2	3	20
	BSB – Number 3	710	1.8 tsf	2	0	3	0	2	3	20
	BSB – Number 4	710	2.5 tsf	3	0	4	1	3	4	28
4	Harbor Patrol Building – Harbormaster	710	6 tsf	8	1	9	2	7	9	66
	Beach House Restaurant	931	10 tsf	7	2	8	50	25	75	900
	BSB – No. D Dana West Yacht Club	495	3.6 tsf	4	2	6	2	4	6	82
	BSB – Number E	710	1.8 tsf	2	0	3	0	2	3	20
	BSB – Number F	710	1.8 tsf	2	0	3	0	2	3	20
	BSB – Number 5	710	2 tsf	3	0	3	1	2	3	22
	BSB – Number 6	710	1.8 tsf	2	0	3	0	2	3	20
	BSB – Number 7	710	1.8 tsf	2	0	3	0	2	3	20
	BSB – Number 8	710	1.8 tsf	2	0	3	0	2	3	20
	Dana Point Yacht Club	495	12.4 tsf	12	8	20	6	14	20	284
5	Youth and Group Facility	495	11 tsf	11	7	18	5	13	18	252
	BSB – Number A	710	1.8 tsf	2	0	3	0	2	3	20
	BSB – Number B	710	1.8 tsf	2	0	3	0	2	3	20
	BSB – Number C	710	1.8 tsf	2	0	3	0	2	3	20
9 & 10	Boat Slips	420	2,444 Slips	73	122	196	269	196	464	7,234
11 & 12	Boat Slips	420	47 Slips	1	2	4	5	4	9	139
Existing Harborwide Total				529	487	1,016	805	636	1,441	19,198

**Note:** BSB = Boater Service Building; OR = Occupied Rooms; tsf = thousand square feet

As shown in Table 6, the existing site conservatively generates approximately 19,198 daily trips, which includes approximately 1,016 a.m. peak hour trips and approximately 1,441 p.m. peak hour trips.

Table 7 summarizes the trips forecast to be generated by the proposed project site utilizing the trip generation rates shown in Table 5.

**Table 7**  
**Dana Point Harbor Proposed Trip Generation (Based on Planning Area)**

Planning Area	Description	ITE Land Use (Code)	Size	AM			PM			ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
1	Dry Stack Boat Storage	420	800 Slips	24	40	64	88	64	152	2,368
	Car Trailer Parking	420	230 Slips	7	12	18	25	18	44	681
	Dry Stack Boat Storage – Office	710	5.6 tsf	8	1	9	1	7	8	62
	Dry Stack Boat Storage – New Marine Retail Store	814	9.1 tsf	7	4	11	11	14	25	403
	Boat Yard Building	942	2.5 tsf	5	3	7	4	4	8	40
	Lighthouse Facility – Museum	590	2.5 tsf	2	1	3	9	9	18	135
2	BSB – Number 1 Yacht Brokerage	710	6.8 tsf	9	1	11	2	8	10	75
	BSB – Number 2 Yacht Brokerage – RELO from PA 3	710	1.8 tsf	2	0	3	0	2	3	20
	Retail/Restaurant – Retail	814	32.8 tsf	0	0	0	39	50	89	1,454
	Retail/Restaurant – Restaurant	832	78.4 tsf	470	434	903	522	334	856	9,969
<b>Commercial Core Total</b>				<b>534</b>	<b>496</b>	<b>1,030</b>	<b>701</b>	<b>510</b>	<b>1,211</b>	<b>15,207</b>
3	Hotel	310	220 OR	86	62	147	75	79	154	1,962
	Hotel Restaurant	832	2.75 tsf	16	15	32	18	12	30	350
	BSB – Number 3	710	3.3 tsf	4	1	5	1	4	5	36
	BSB – Number 4	710	3.5 tsf	5	1	5	1	4	5	39
4	Harbor Patrol Building – Harbormaster	710	7.5 tsf	10	1	12	2	9	11	83
	Beach House Restaurant	931	15 tsf	10	2	12	75	37	112	1,349
	BSB – Number D Dana West Yacht Club	495	8.6 tsf	9	5	14	4	10	14	197
	BSB – Number E	710	2.8 tsf	4	1	4	1	3	4	31
	BSB – Number F	710	2.8 tsf	4	1	4	1	3	4	31
	BSB – Number 5	710	3.3 tsf	4	1	5	1	4	5	36
	BSB – Number 6	710	3.3 tsf	4	1	5	1	4	5	36
	BSB – Number 7	710	3.3 tsf	4	1	5	1	4	5	36
	BSB – Number 8	710	3.3 tsf	4	1	5	1	4	5	36
	Dana Point Yacht Club	495	18 tsf	18	11	29	9	21	30	412
5	Youth and Group Facility	495	17 tsf	17	11	28	8	20	28	389
	BSB – Number A	710	2.8 tsf	4	1	4	1	3	4	31

	BSB – Number B	710	2.8 tsf	4	1	4	1	3	4	31
	BSB – Number C	710	2.8 tsf	4	1	4	1	3	4	31
9 & 10	Boat Slips	420	1,898 Slips	57	95	152	209	152	361	5,618
11 & 12	Boat Slips	420	88 Slips	3	4	7	10	7	17	260
<b>Harborwide Total</b>				<b>805</b>	<b>713</b>	<b>1,518</b>	<b>1,122</b>	<b>896</b>	<b>2,018</b>	<b>26,201</b>

**Note:** BSB = Boater Service Building; OR = Occupied Rooms; tsf = Thousand Square Feet

As shown in Table 7, the proposed site conservatively generates approximately 26,201 daily trips, which includes approximately 1,518 a.m. peak hour trips and approximately 2,018 p.m. peak hour trips.

Table 8 summarizes the additional trips forecast to be generated by the proposed commercial core site and proposed harborwide site utilizing the trip generation rates shown in Table 5.

**Table 8**  
**Net Project Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Commercial Core							
Proposed Commercial Core	534	496	1,030	701	510	1,211	15,207
Existing Commercial Core	-334	-305	-639	-418	-299	-717	-8,778
Net Commercial Core Trip Generation	200	191	391	283	211	494	6,429
Harborwide							
Proposed Harborwide	805	713	1,518	1,122	896	2,018	26,201
Existing Harborwide	-529	-487	-1,016	-805	-636	-1,441	-19,198
Net Harborwide Trip Generation	276	226	502	317	260	577	7,003

As shown in Table 8, the proposed commercial core component of the project site is forecast to generate approximately 6,429 additional trips which includes approximately 391 additional a.m. peak hour trips and approximately 494 additional p.m. peak hour trips.

As also shown in Table 8, the entire proposed harborwide site is forecast to generate approximately 7,003 additional trips which includes approximately 502 additional a.m. peak hour trips and approximately 577 additional p.m. peak hour trips.

## **Project Trip Distribution**

Exhibits 9 and 10 show the forecast inbound and outbound trip percent distribution of project-generated peak hour trips reviewed and approved by City staff for use in this analysis.

## **Project Trip Assignment**

Exhibits 11 and 12 show the assignment of weekday and weekend peak hour trips for the commercial core component of the proposed project assuming the trip distribution shown in Exhibits 9 and 10. Exhibits 13 and 14 show the assignment of weekday and weekend peak hour trips for the entire harborwide proposed project.

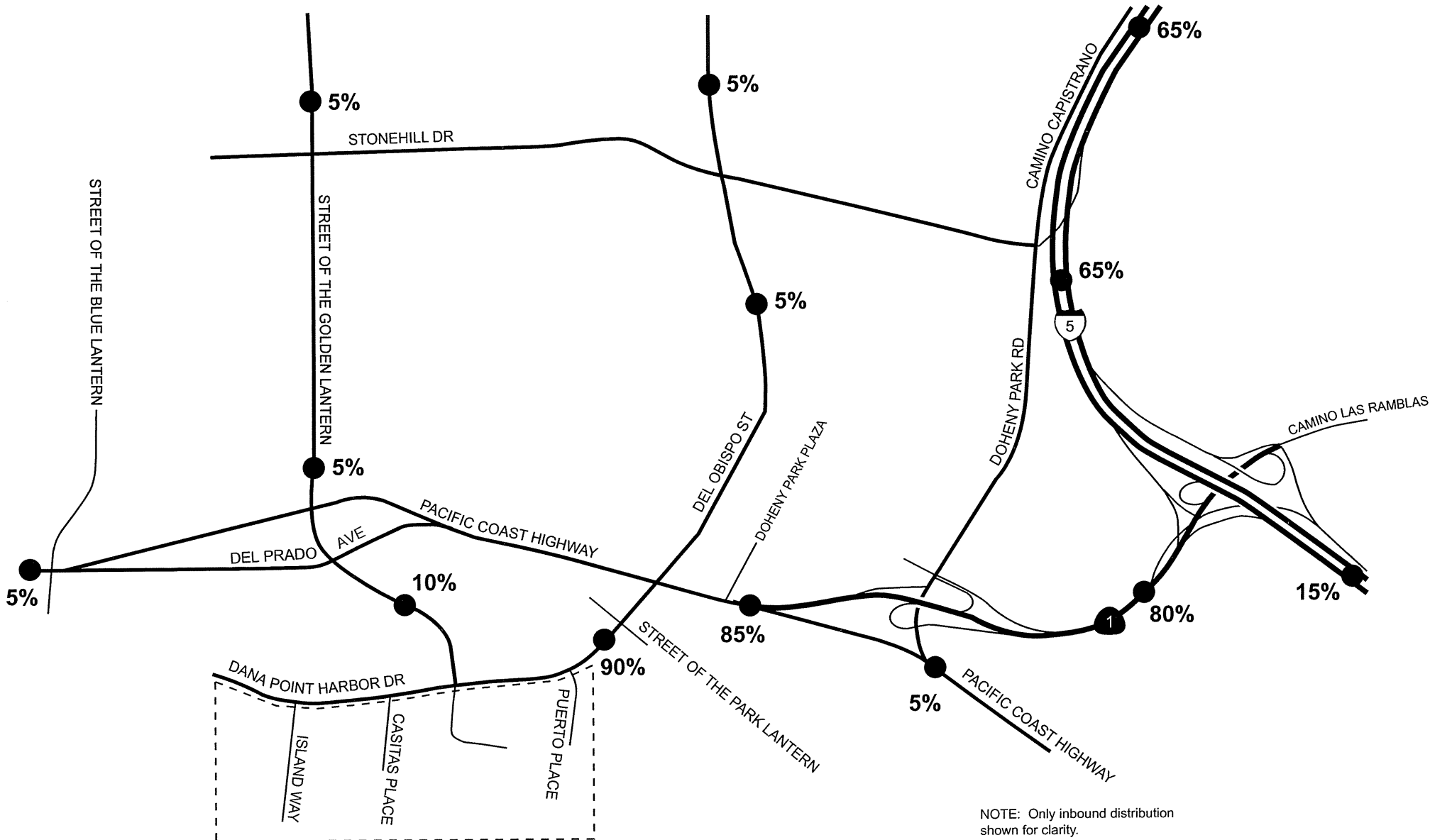
## **EXISTING PLUS COMMERCIAL CORE PROJECT CONDITIONS**

Existing plus commercial core project traffic volumes were derived by adding net trips generated by the commercial core component of the proposed project to existing volumes.

Exhibits 15 and 16 show existing plus commercial core project weekday a.m. peak hour and p.m. peak hour volumes and existing plus commercial core project weekend noon peak hour and p.m. peak hour volumes at the study intersections, respectively.

## **Existing Plus Commercial Core Project Weekday Conditions Intersection Peak Hour LOS**

Table 9 summarizes existing plus commercial core project weekday a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



NOTE: Only inbound distribution shown for clarity.

KEY:

**XX%** TRIP PERCENT DISTRIBUTION  
 - - - - PROJECT SITE BOUNDARY

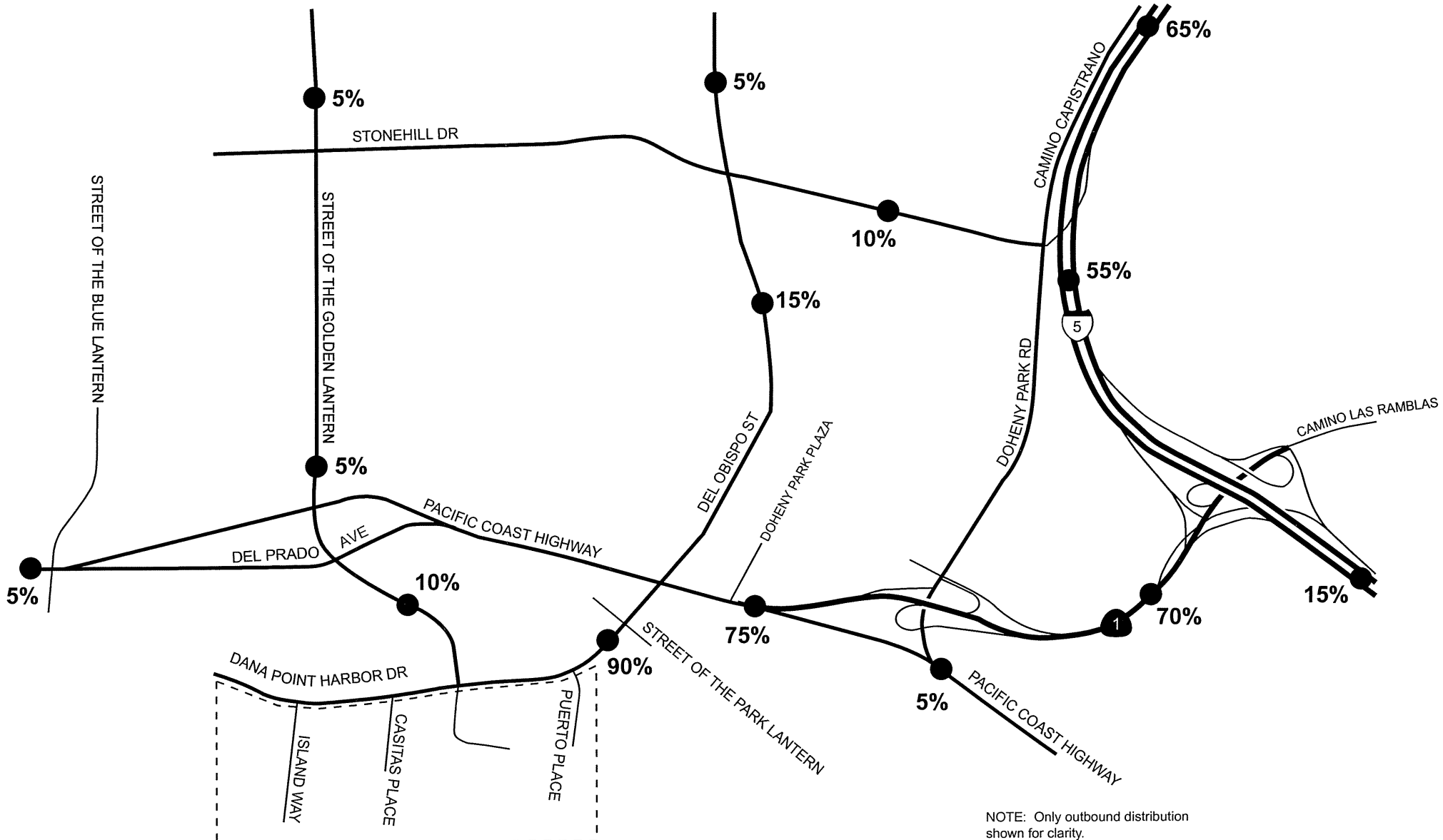


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## Forecast Project Inbound Trip Percent Distribution





NOTE: Only outbound distribution shown for clarity.

KEY:

**XX%** TRIP PERCENT DISTRIBUTION

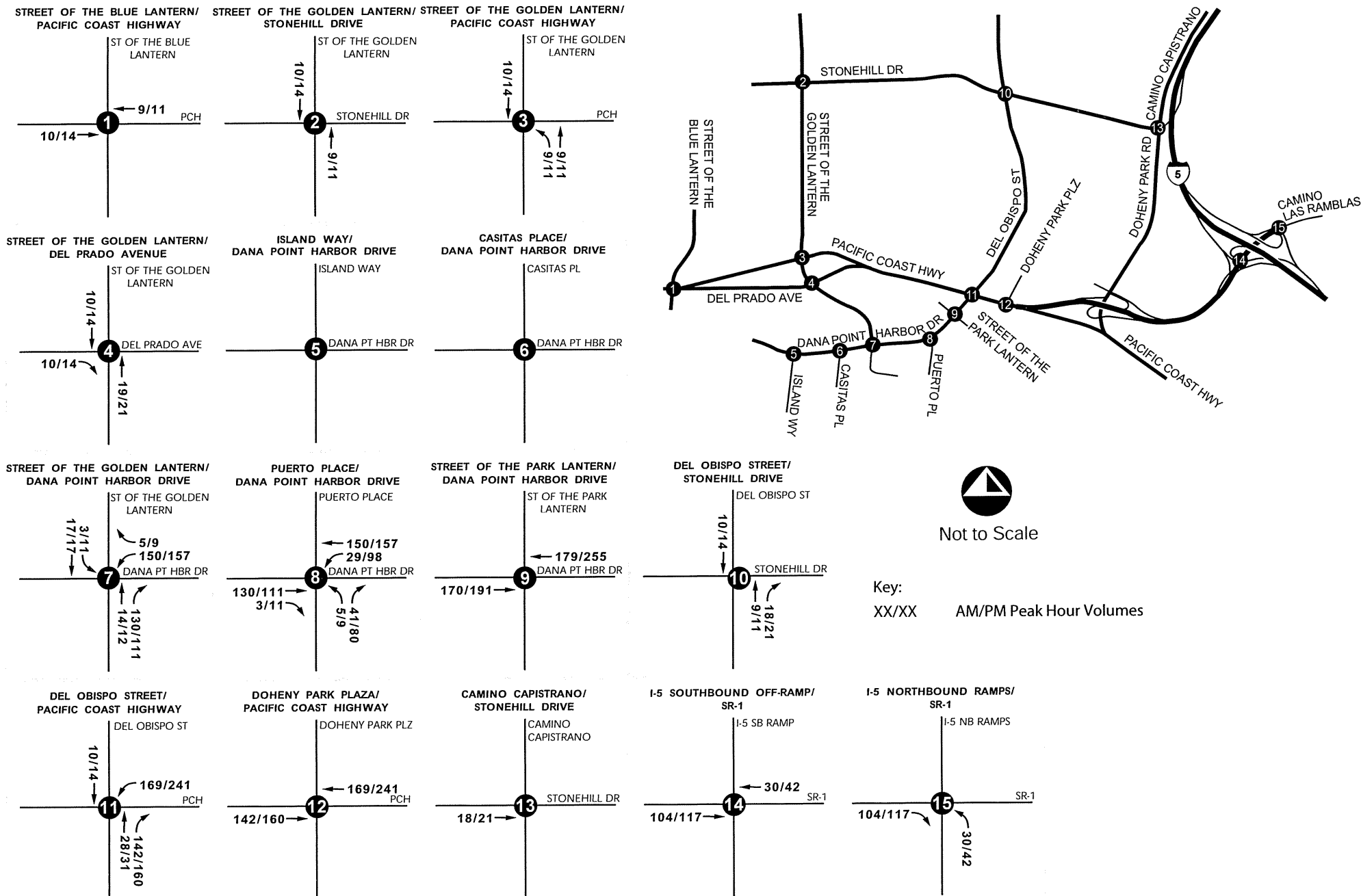
--- PROJECT SITE BOUNDARY



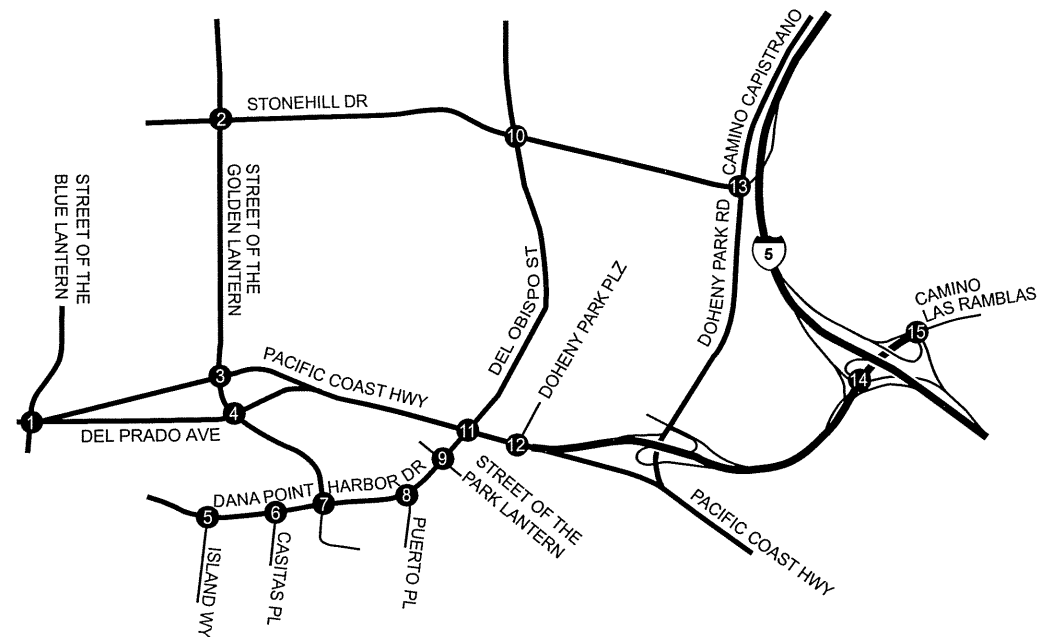
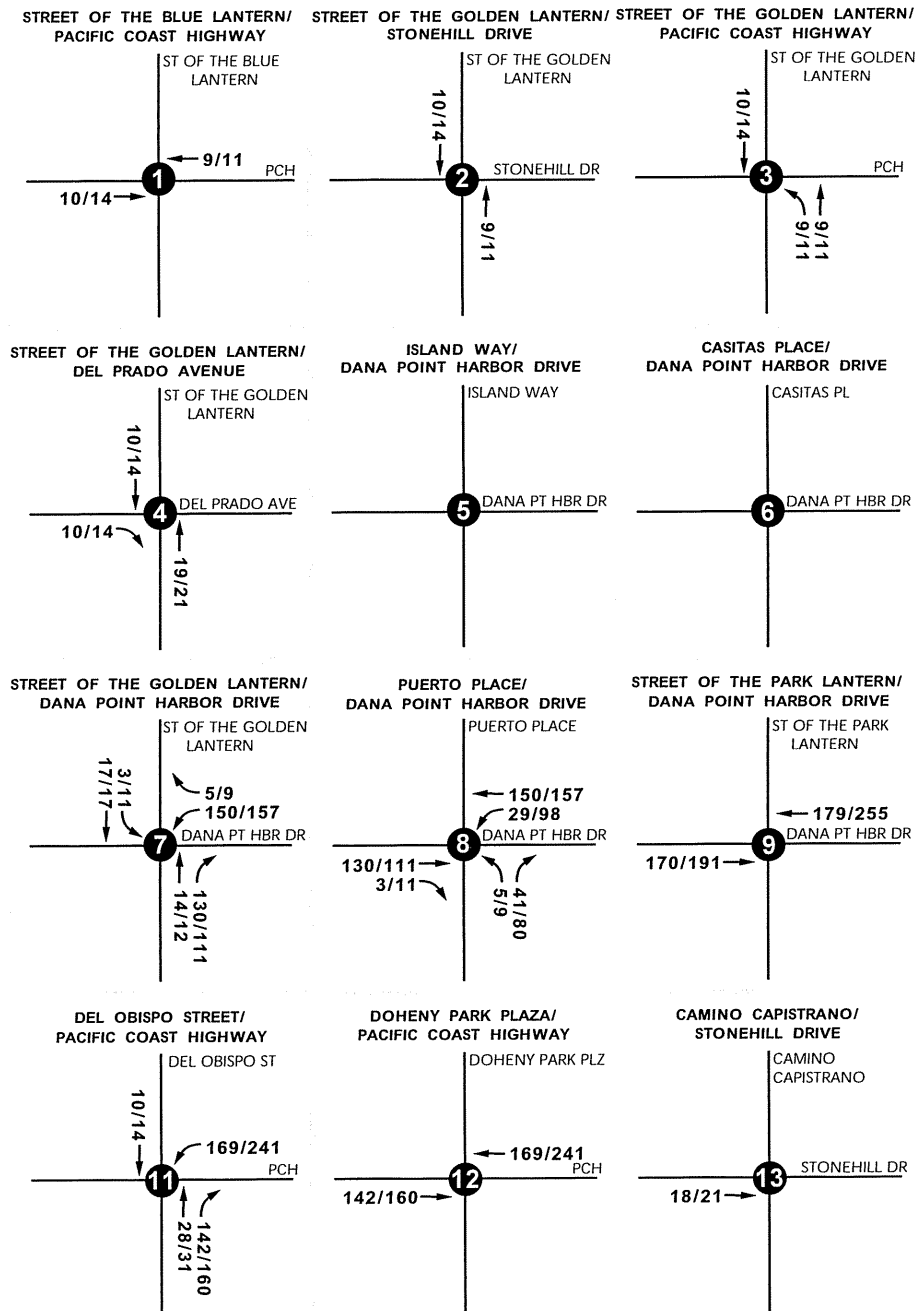
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## Forecast Project Outbound Trip Percent Distribution



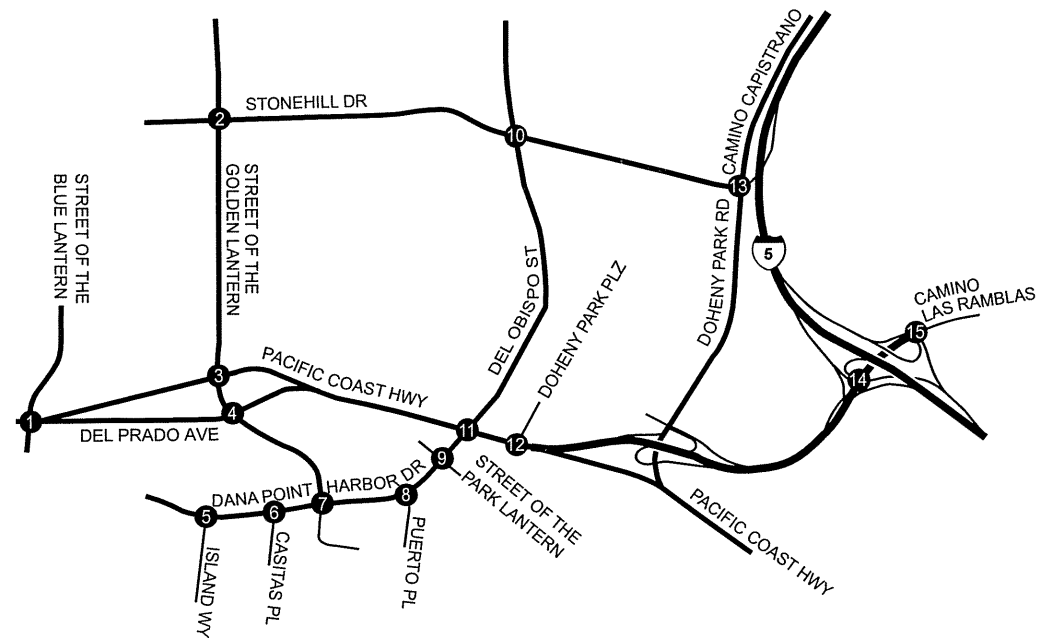
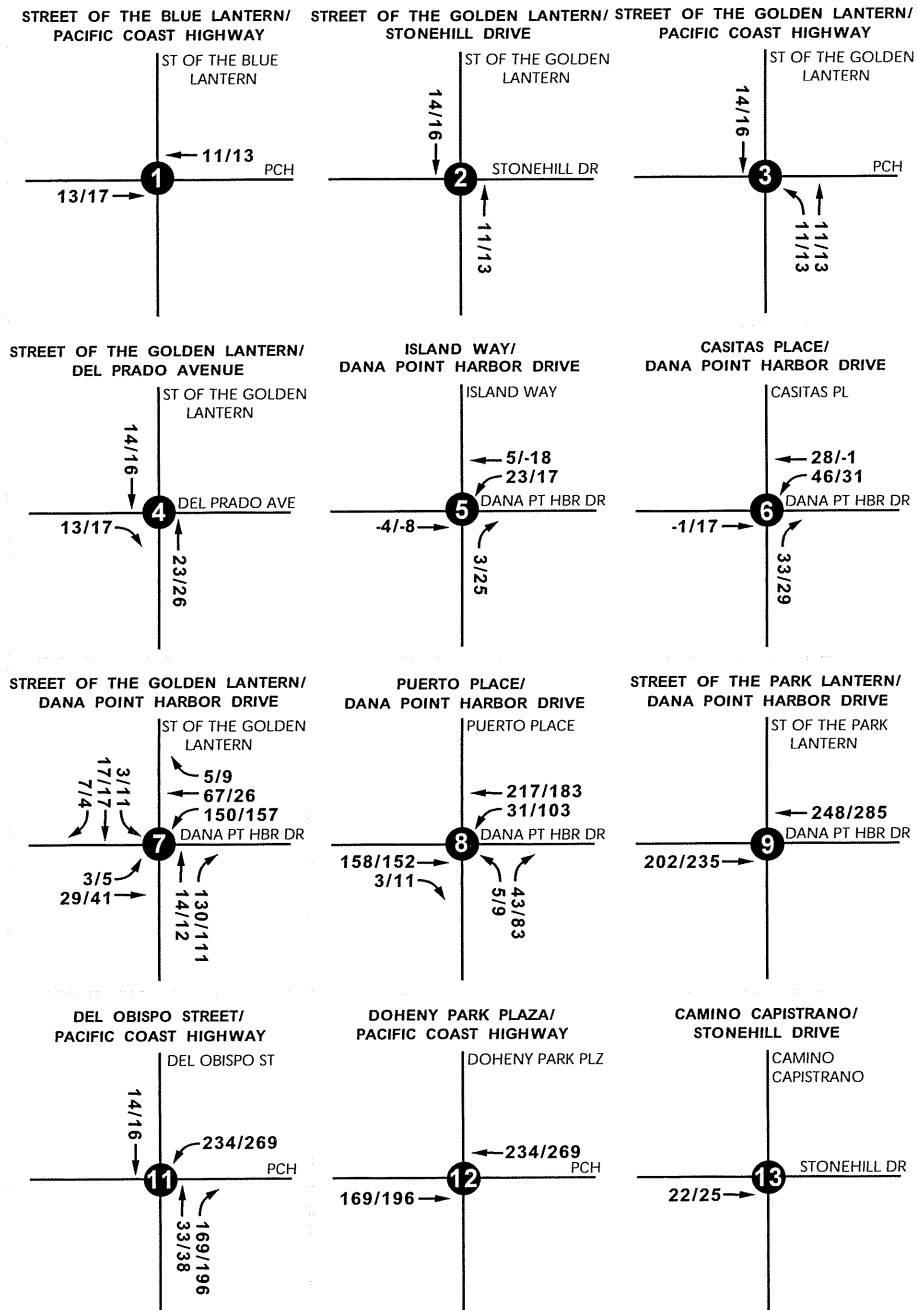
# Forecast Commercial Core Project-Generated Weekday AM/PM Peak Hour Trip Assignment



Not to Scale

Key:  
XX/XX Noon/PM Peak Hour Volumes

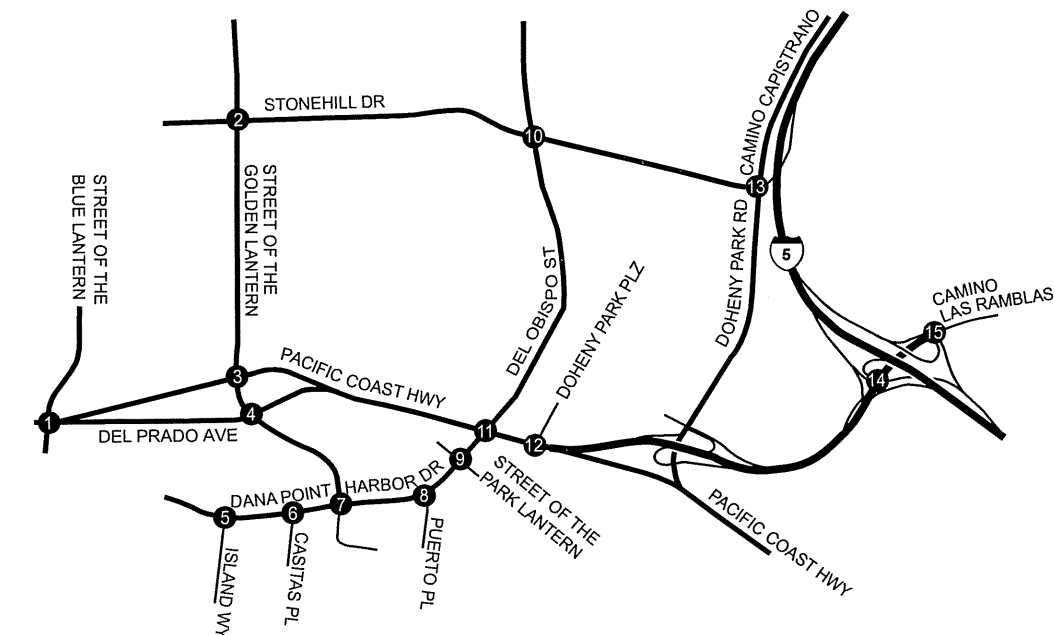
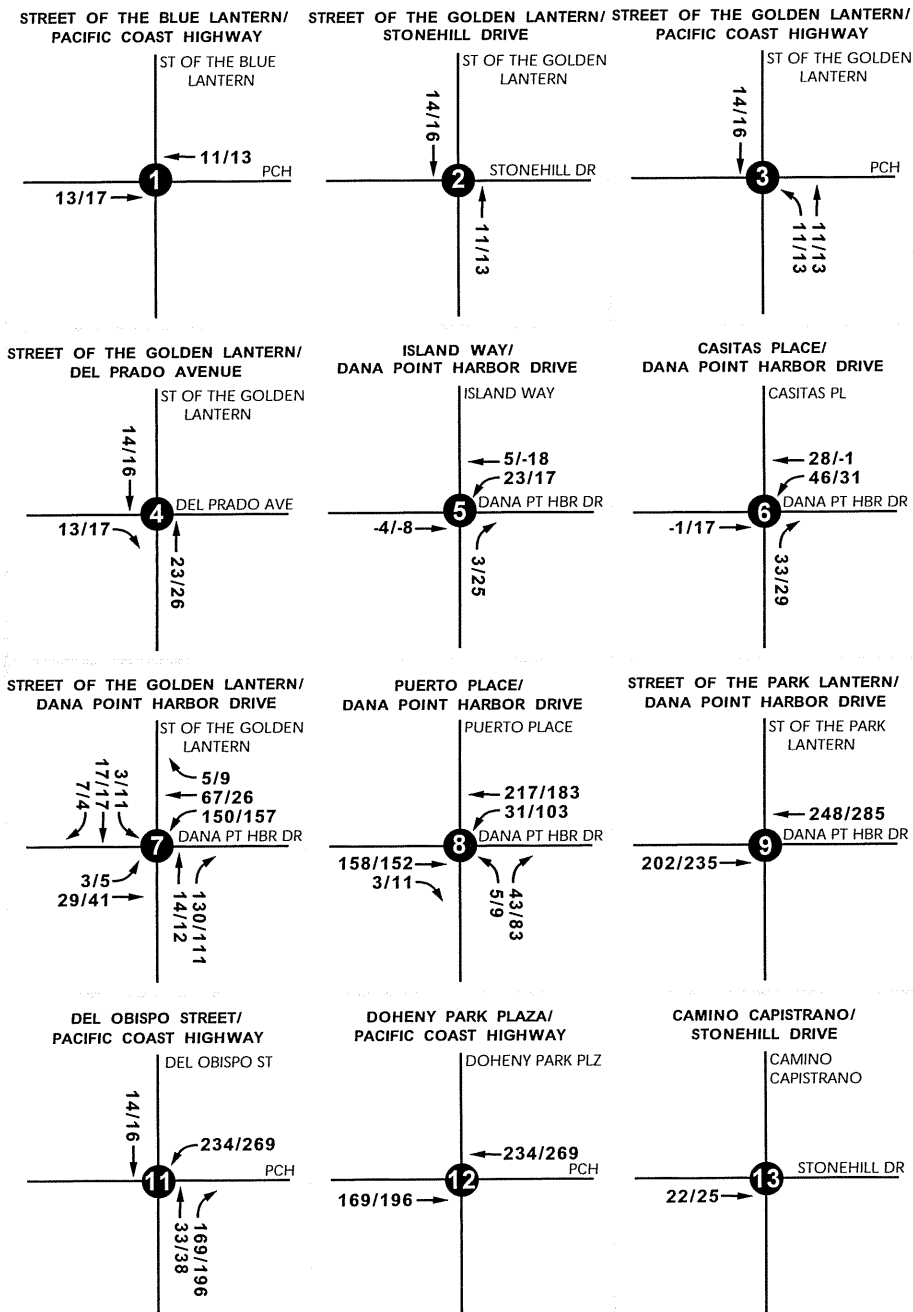
# Forecast Commercial Core Project-Generated Weekend Noon/PM Peak Hour Trip Assignment



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Key:  
XX/XX AM/PM Peak Hour Volumes

# Forecast Harborwide Project-Generated Weekday AM/PM Peak Hour Trip Assignment



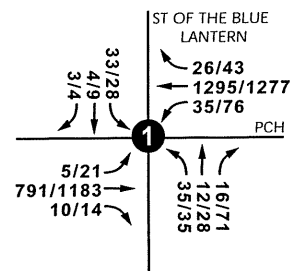
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Key:  
 XX/XX Noon/PM Peak Hour Volumes

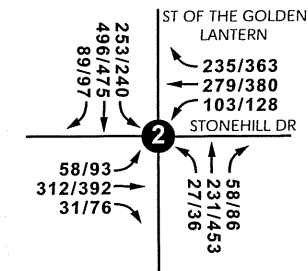
# Forecast Harborwide Project-Generated Weekend Noon/PM Peak Hour Trip Assignment



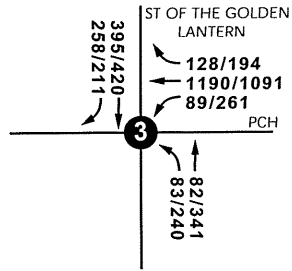
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PACIFIC COAST HIGHWAY



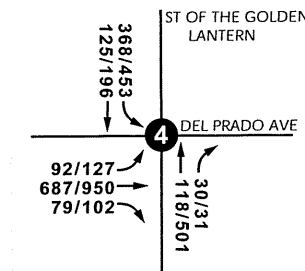
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STONEHILL DRIVE



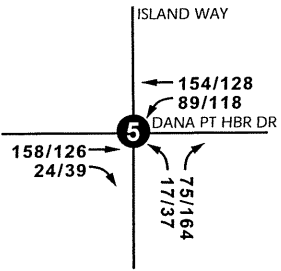
STREET OF THE GOLDEN LANTERN/  
PACIFIC COAST HIGHWAY



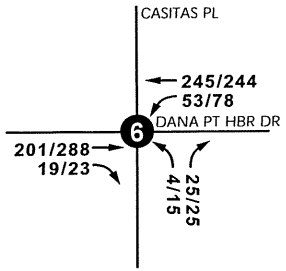
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DEL PRADO AVENUE



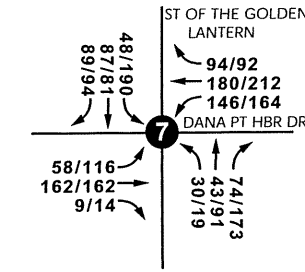
ISLAND WAY/  
DANA POINT HARBOR DRIVE



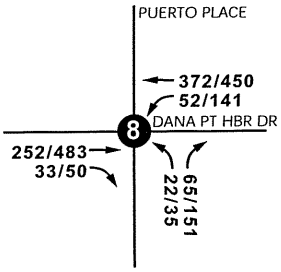
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



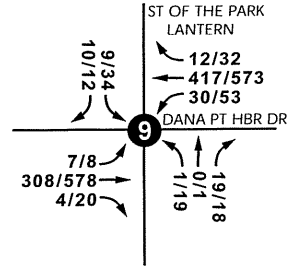
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



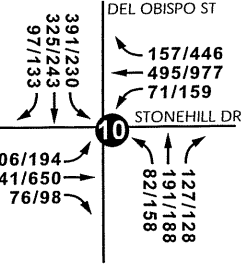
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



DEL OBISPO STREET/  
STONEHILL DRIVE



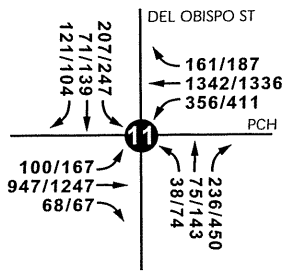
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Key:

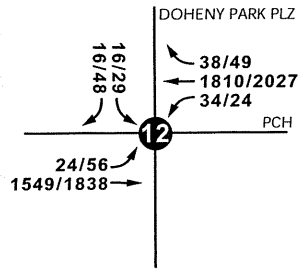
XX/XX

AM/PM Peak Hour Volumes

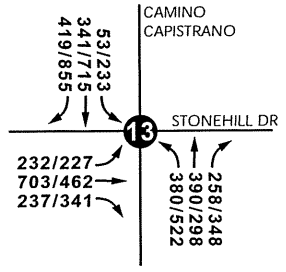
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



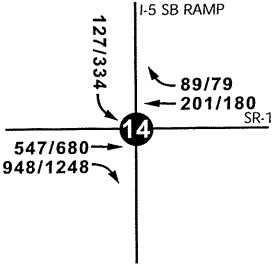
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



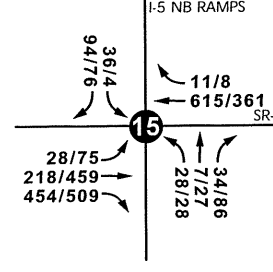
CAMINO CAPISTRANO/  
STONEHILL DRIVE



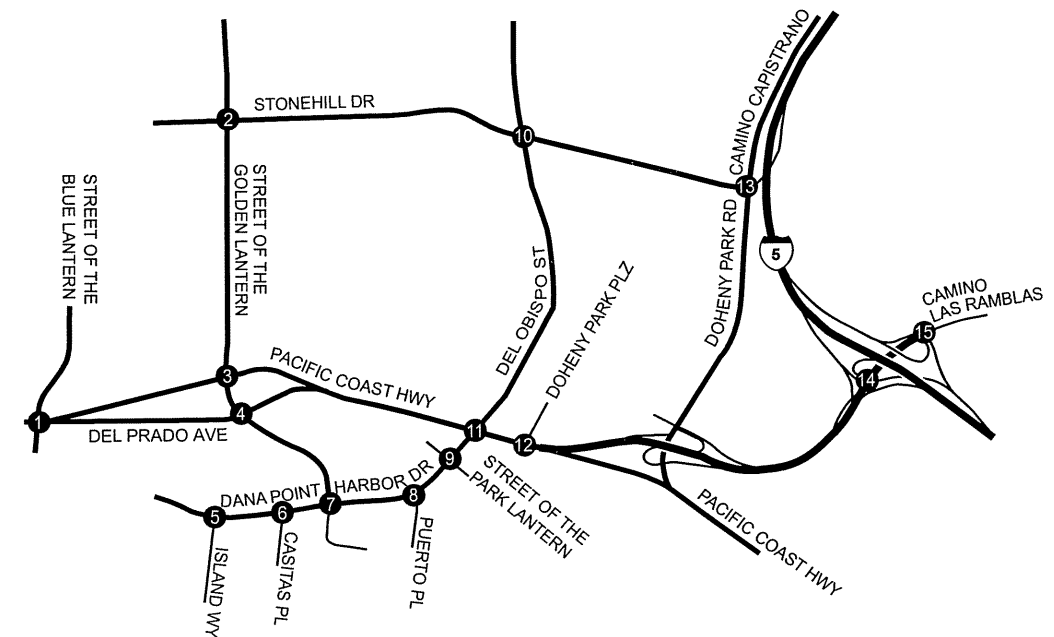
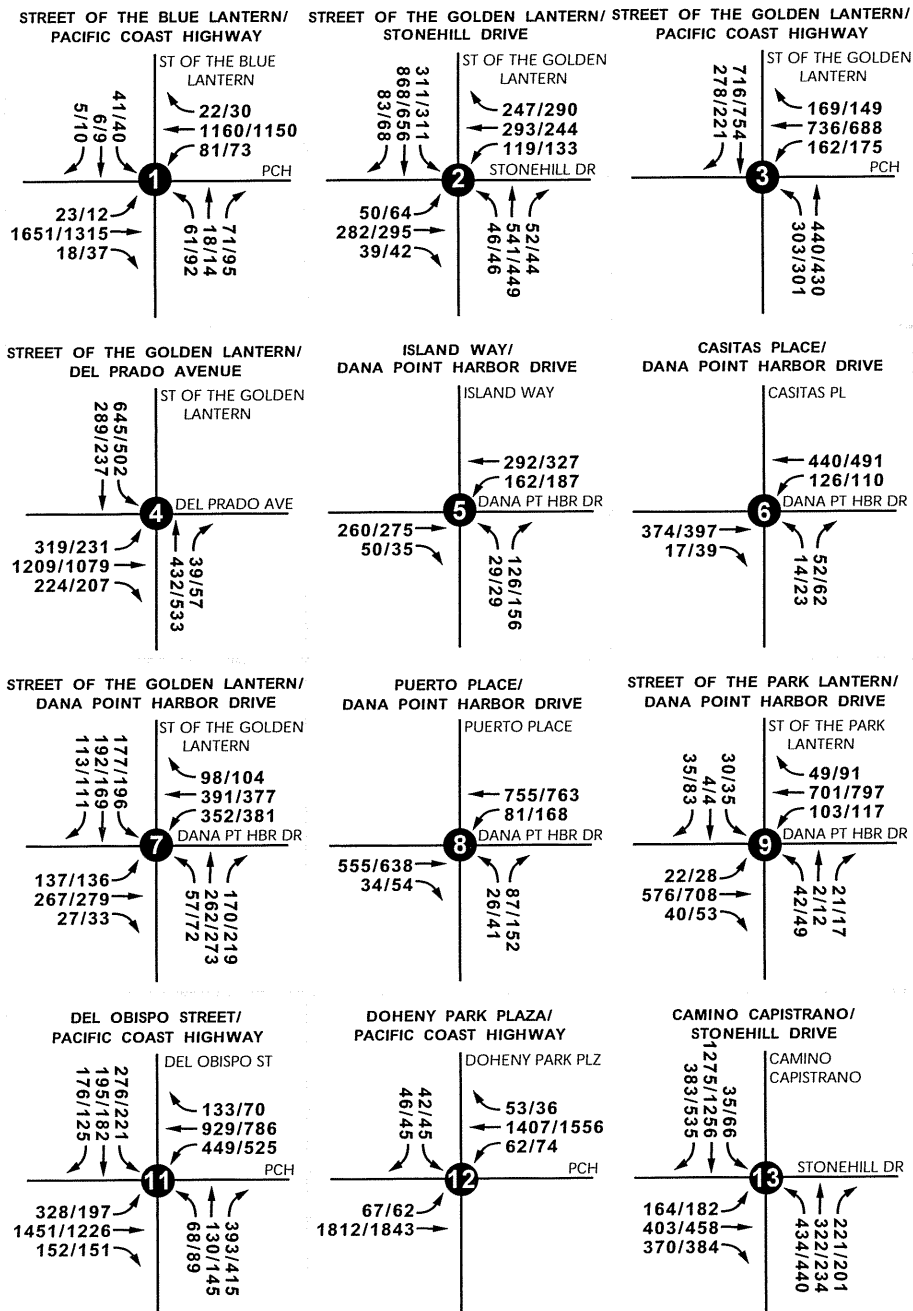
I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMPS/  
SR-1



## Existing Plus Commercial Core Weekday AM/PM Peak Hour Intersection Volumes



Not to Scale

Key:  
XX/XX

Noon/PM Peak Hour Volumes

## Existing Plus Commercial Core Project Weekend Noon/PM Peak Hour Intersection Volumes

**Table 9**  
**Existing Plus Commercial Core Project**  
**Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.462	N/A	A	0.497	N/A	A
St of the Golden Lantern/Stonehill Dr	0.441	N/A	A	0.594	N/A	A
St of the Golden Lantern/Pacific Coast Hwy	0.487	N/A	A	0.532	N/A	A
St of the Golden Lantern/Del Prado Ave	0.331	N/A	A	0.519	N/A	A
Island Way/Dana Point Harbor Dr	N/A	10.0	B	N/A	10.8	B
Casitas Place/Dana Point Harbor Dr	N/A	9.7	A	N/A	11.3	B
St of the Golden Lantern/Dana Point Harbor Dr	0.324	N/A	A	0.426	N/A	A
Puerto Place/Dana Point Harbor Dr	N/A	11.7	B	N/A	18.4	C
St of the Park Lantern/Dana Point Harbor Dr	0.214	N/A	A	0.308	N/A	A
Del Obispo St/Stonehill Dr	0.667	N/A	B	0.683	N/A	B
Del Obispo St/Pacific Coast Hwy	0.665	N/A	B	0.815	N/A	D
Doheny Park Plaza/Pacific Coast Hwy	0.657	N/A	B	0.769	N/A	C
Camino Capistrano/Stonehill Dr	0.882	N/A	D	0.706	N/A	C
I-5 SB Off-Ramp/SR-1	0.265	N/A	A	0.360	N/A	A
I-5 NB Ramps/SR-1	0.272	N/A	A	0.256	N/A	A

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 9, with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for existing plus commercial core project weekday conditions according to performance criteria.

### **Existing Plus Commercial Core Project Weekend Conditions Intersection Peak Hour LOS**

Table 10 summarizes existing plus commercial core project weekend noon peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



**Table 10**  
**Existing Plus Commercial Core Project**  
**Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Noon Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.656	N/A	B	0.572	N/A	A
St of the Golden Lantern/Stonehill Dr	0.568	N/A	A	0.574	N/A	A
St of the Golden Lantern/Pacific Coast Hwy	0.539	N/A	A	0.513	N/A	A
St of the Golden Lantern/Del Prado Ave	0.607	N/A	B	0.568	N/A	A
Island Way/Dana Point Harbor Dr	N/A	12.4	B	N/A	13.2	B
Casitas Place/Dana Point Harbor Dr	N/A	12.6	B	N/A	13.7	B
St of the Golden Lantern/Dana Point Harbor Dr	0.664	N/A	A	0.699	N/A	A
Puerto Place/Dana Point Harbor Dr	N/A	18.7	C	<b>N/A</b>	<b>38.6</b>	<b>E</b>
St of the Park Lantern/Dana Point Harbor Dr	0.373	N/A	A	0.446	N/A	A
Del Obispo St/Stonehill Dr	0.615	N/A	B	0.586	N/A	A
Del Obispo St/Pacific Coast Hwy	0.836	N/A	D	0.758	N/A	C
Doheny Park Plaza/Pacific Coast Hwy	0.695	N/A	B	0.704	N/A	C
Camino Capistrano/Stonehill Dr	0.796	N/A	C	0.822	N/A	D
I-5 SB Off-Ramp/SR-1	0.274	N/A	A	0.318	N/A	A
I-5 NB Ramps/SR-1	0.199	N/A	A	0.226	N/A	A

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 10, with the addition of project-generated trips, the Puerto Place/Dana Point Harbor Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) for existing plus commercial core project weekend conditions according to performance criteria during the p.m. peak hour.

## EXISTING PLUS HARBORWIDE PROJECT CONDITIONS

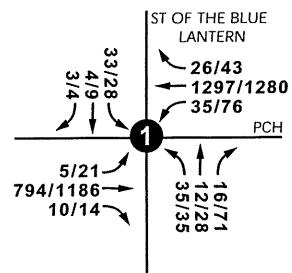
Existing plus harborwide project traffic volumes were derived by adding net trips generated by the entire proposed project to existing traffic volumes.

Exhibits 17 and 18 show existing plus harborwide project weekday a.m. peak hour and p.m. peak hour volumes and existing plus harborwide project weekend noon peak hour and p.m. peak hour volumes at the study intersections, respectively.

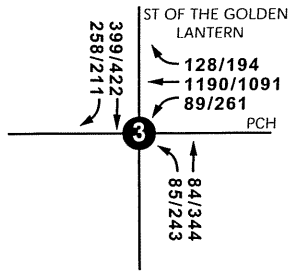
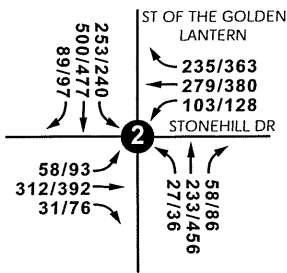
## Existing Plus Harborwide Project Weekday Conditions Intersection Peak Hour LOS

Table 11 summarizes existing plus harborwide project weekday a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

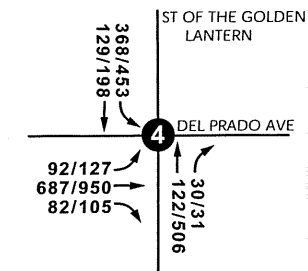
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



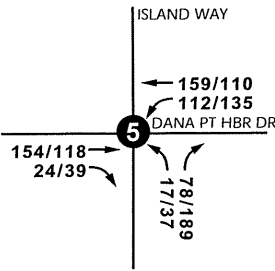
STREET OF THE GOLDEN LANTERN/ STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



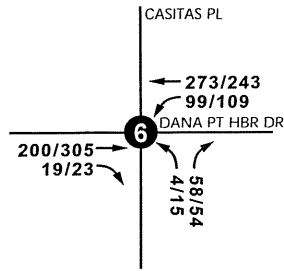
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



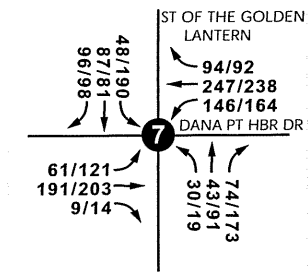
ISLAND WAY/  
DANA POINT HARBOR DRIVE



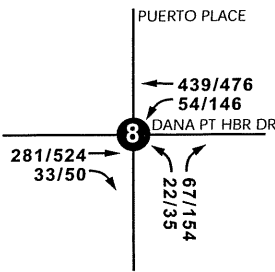
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



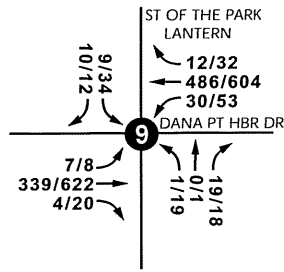
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



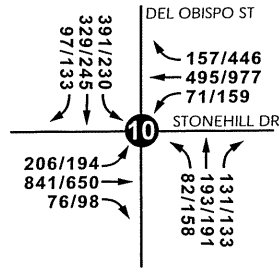
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



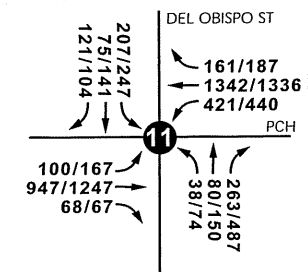
DEL OBISPO STREET/  
STONEHILL DRIVE



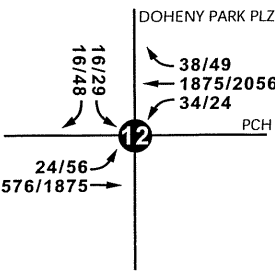
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Key:  
XX/XX AM/PM Peak Hour Volumes

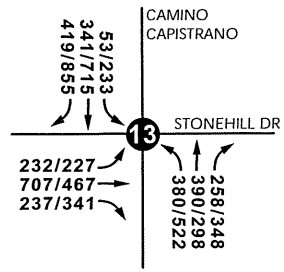
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PACIFIC COAST HIGHWAY



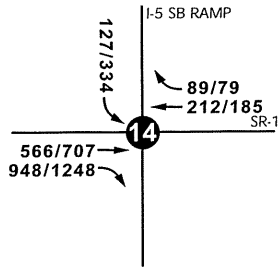
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



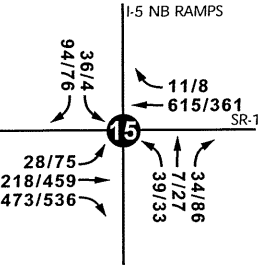
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1

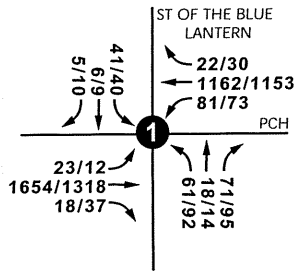


I-5 NORTHBOUND RAMPS/  
SR-1

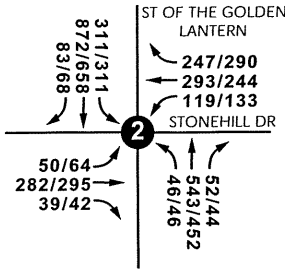


# Existing Plus Harborwide Project Weekday AM/PM Peak Hour Intersection Volumes

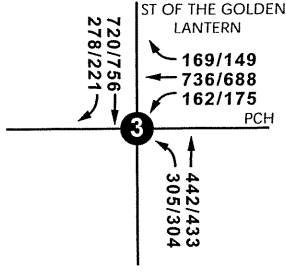
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PACIFIC COAST HIGHWAY



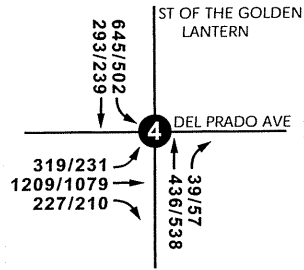
STREET OF THE GOLDEN LANTERN/ STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



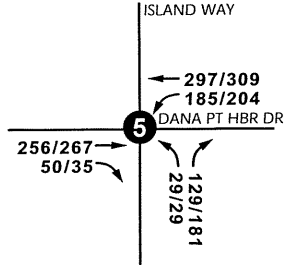
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PACIFIC COAST HIGHWAY



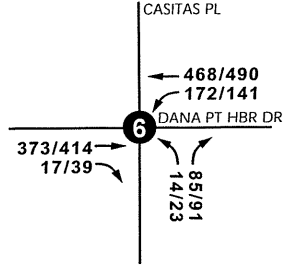
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



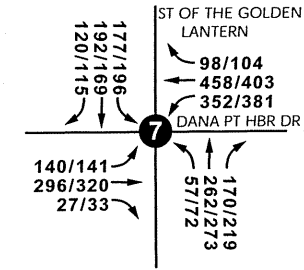
ISLAND WAY/  
DANA POINT HARBOR DRIVE



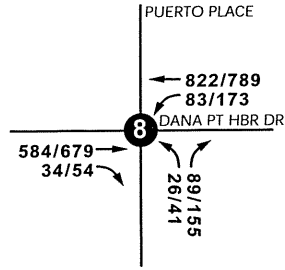
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



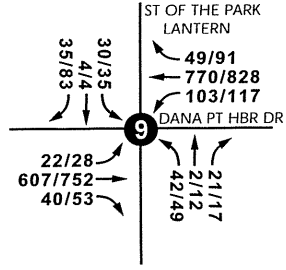
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



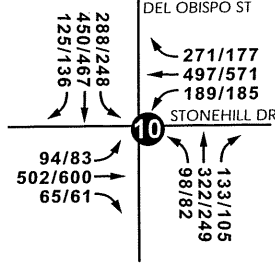
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



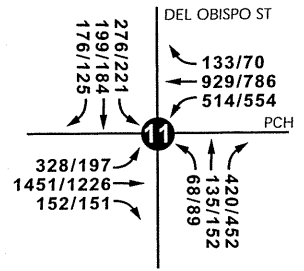
DEL OBISPO STREET/  
STONEHILL DRIVE



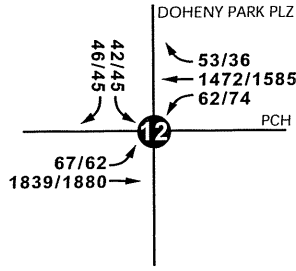
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Key:  
XX/XX Noon/PM Peak Hour Volumes

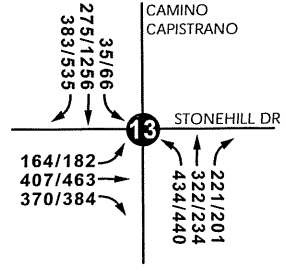
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



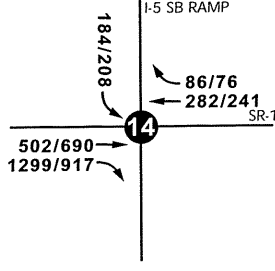
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



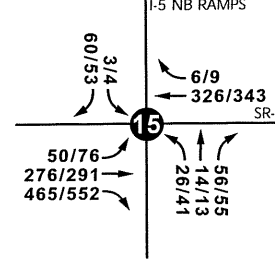
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMPS/  
SR-1



## Existing Plus Harborwide Project Weekend Noon/PM Peak Hour Intersection Volumes

**Table 11**  
**Existing Plus Harborwide Project**  
**Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.462	N/A	A	0.498	N/A	A
St of the Golden Lantern/Stonehill Dr	0.441	N/A	A	0.594	N/A	A
St of the Golden Lantern/Pacific Coast Hwy	0.488	N/A	A	0.533	N/A	A
St of the Golden Lantern/Del Prado Ave	0.332	N/A	A	0.520	N/A	A
Island Way/Dana Point Harbor Dr	N/A	10.1	B	N/A	10.9	B
Casitas Place/Dana Point Harbor Dr	N/A	9.8	A	N/A	11.4	B
St of the Golden Lantern/Dana Point Harbor Dr	0.332	N/A	A	0.439	N/A	A
Puerto Place/Dana Point Harbor Dr	N/A	12.1	B	N/A	20.0	C
St of the Park Lantern/Dana Point Harbor Dr	0.234	N/A	A	0.321	N/A	A
Del Obispo St/Stonehill Dr	0.669	N/A	B	0.685	N/A	B
Del Obispo St/Pacific Coast Hwy	0.668	N/A	B	0.828	N/A	D
Doheny Park Plaza/Pacific Coast Hwy	0.676	N/A	B	0.777	N/A	C
Camino Capistrano/Stonehill Dr	0.884	N/A	D	0.706	N/A	C
I-5 SB Off-Ramp/SR-1	0.271	N/A	A	0.368	N/A	A
I-5 NB Ramps/SR-1	0.278	N/A	A	0.260	N/A	A

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 11, with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for existing plus harborwide project weekday conditions according to performance criteria.

#### **Existing Plus Harborwide Project Weekend Conditions Intersection Peak Hour LOS**

Table 12 summarizes existing plus harborwide weekend noon peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 12**  
**Existing Plus Harborwide Project**  
**Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Noon Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.657	N/A	B	0.573	N/A	A
St of the Golden Lantern/Stonehill Dr	0.569	N/A	A	0.575	N/A	A
St of the Golden Lantern/Pacific Coast Hwy	0.540	N/A	A	0.515	N/A	A
St of the Golden Lantern/Del Prado Ave	0.608	N/A	B	0.570	N/A	A
Island Way/Dana Point Harbor Dr	N/A	12.7	B	N/A	13.4	B
Casitas Place/Dana Point Harbor Dr	N/A	13.0	B	N/A	14.3	B
St of the Golden Lantern/Dana Point Harbor Dr	0.672	N/A	B	0.711	N/A	C
Puerto Place/Dana Point Harbor Dr	N/A	20.0	C	<b>N/A</b>	<b>46.6</b>	<b>E</b>
St of the Park Lantern/Dana Point Harbor Dr	0.383	N/A	A	0.459	N/A	A
Del Obispo St/Stonehill Dr	0.616	N/A	B	0.588	N/A	A
Del Obispo St/Pacific Coast Hwy	0.852	N/A	D	0.763	N/A	C
Doheny Park Plaza/Pacific Coast Hwy	0.703	N/A	B	0.715	N/A	C
Camino Capistrano/Stonehill Dr	0.798	N/A	C	0.825	N/A	D
I-5 SB Off-Ramp/SR-1	0.281	N/A	A	0.326	N/A	A
I-5 NB Ramps/SR-1	0.206	N/A	A	0.230	N/A	A

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 12, with the addition of project-generated trips, the Puerto Place/Dana Point Harbor Drive intersection is forecast to continue to operate at a deficient LOS (LOS E or worse) for existing plus harborwide project weekend conditions according to performance criteria during the p.m. peak hour.

## FORECAST YEAR 2012 WITHOUT PROJECT CONDITIONS

The commercial core component of the proposed project is planned to open in 2012; therefore, forecast year 2012 without project conditions are analyzed first to measure project traffic impacts against. Forecast year 2012 peak hour traffic volumes were determined by applying a one percent annual growth rate to existing traffic volumes as directed by City staff. This is a conservative assumption, since the growth rate factor is applied to all vehicle movements at the study intersections. Additionally, the one percent annual growth rate is conservative based on forecast traffic growth (0.6 percent) provided by OCTA in the City of Dana Point.

Additionally, trips forecast to be generated by the *Headlands* project assumed to be constructed and generating traffic by 2012 were added.

The following City of Dana Point planned transportation improvements are assumed for forecast year 2012 conditions as well as all further scenarios:

- **Del Obispo Street/Pacific Coast Highway** – Re-stripe the northbound Dana Point Harbor Drive approach from one left-turn lane, one through lane, and one right-turn lane with an overlap to consist of one left-turn lane, one through lane, and two right-turn lanes with an overlap.
- **Camino Capistrano/Stonehill Drive** – Re-stripe the northbound Camino Capistrano approach from two left-turn lanes and one shared through/right-turn lane to consist of one left-turn lane, one shared left/through lane, and one right-turn lane. Widen the southbound Camino Capistrano approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes. Widen the eastbound Stonehill Drive approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Modify the Camino Capistrano/Stonehill Drive intersection signal phasing from protected phasing to split phasing at all movements.

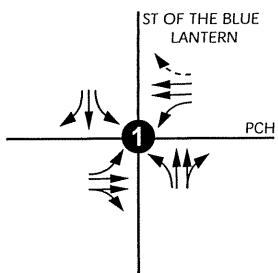
Exhibit 19 shows the forecast year 2012 study intersection geometry assuming city-planned transportation improvements.

Exhibits 20 and 21 show forecast year 2012 without project weekday a.m. peak hour and p.m. peak hour volumes and forecast year 2012 project weekend noon peak hour and p.m. peak hour volumes at the study intersections, respectively.

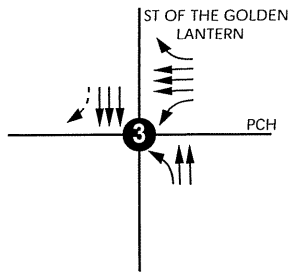
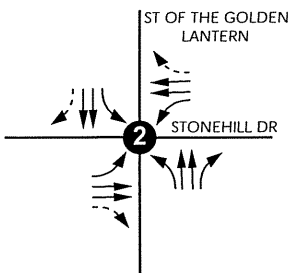
#### **Forecast Year 2012 Without Project Weekday Conditions Intersection Peak Hour LOS**

Table 13 summarizes forecast year 2012 without project weekday a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

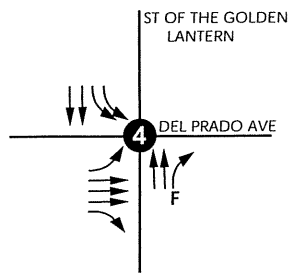
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



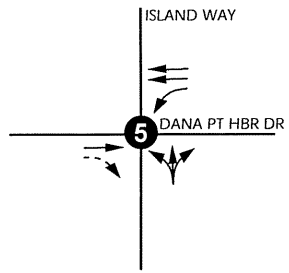
STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



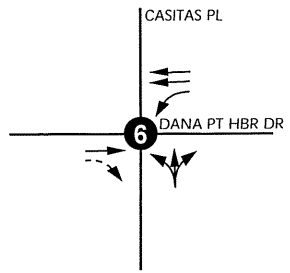
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



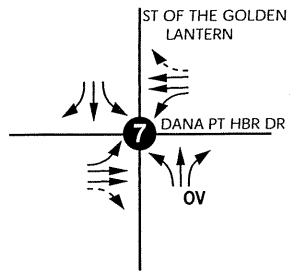
ISLAND WAY/  
DANA POINT HARBOR DRIVE



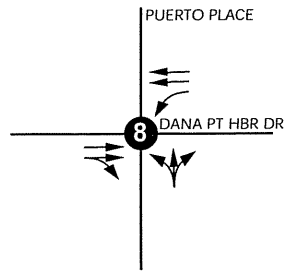
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



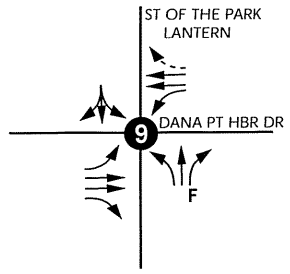
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



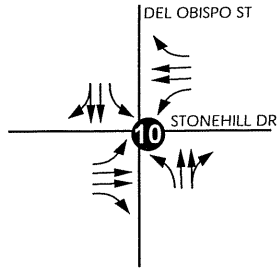
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



DEL OBISPO STREET/  
STONEHILL DRIVE

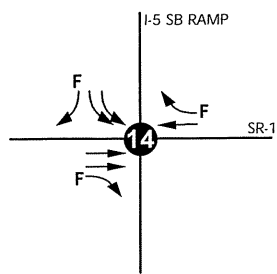


Not to Scale

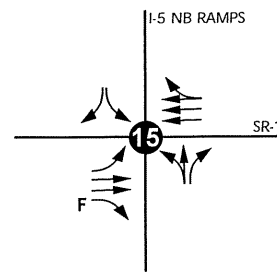
LEGEND:

- City-Planned Improved Lane
- Existing Lane
- Free-Right Turn Lane
- Defacto Right Turn Lane
- Overlap Right Turn Lane

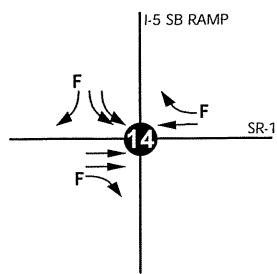
I-5 SOUTHBOUND OFF-RAMP/  
SR-1



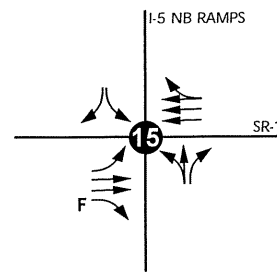
I-5 NORTHBOUND RAMPS/  
SR-1



I-5 SOUTHBOUND OFF-RAMP/  
SR-1

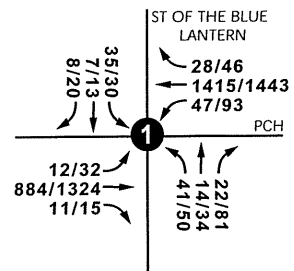


I-5 NORTHBOUND RAMPS/  
SR-1

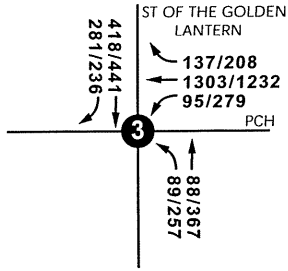
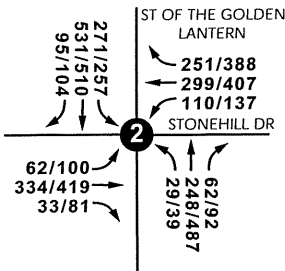


# Forecast Year 2012 Without Project Study Intersection Geometry

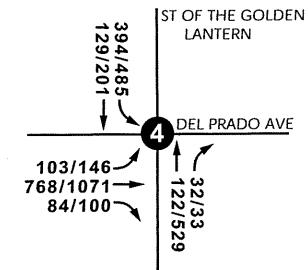
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



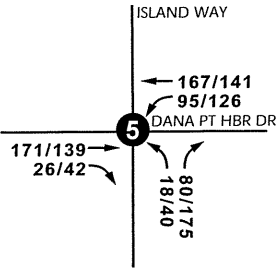
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STONEHILL DRIVE



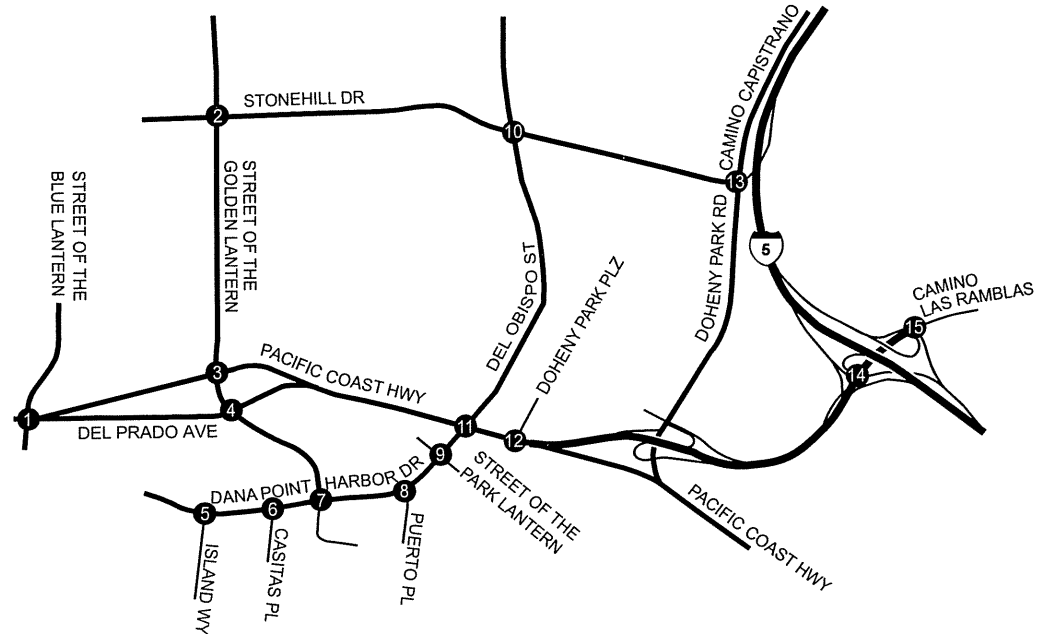
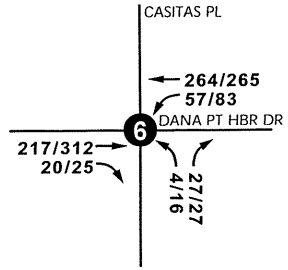
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



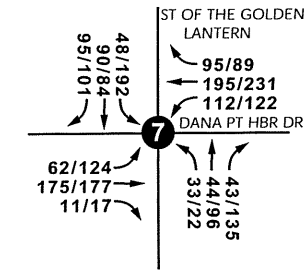
ISLAND WAY/  
DANA POINT HARBOR DRIVE



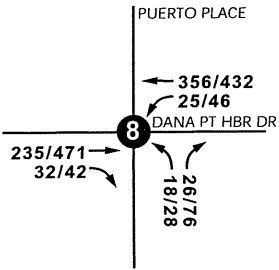
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



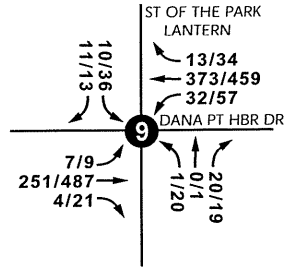
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DANA POINT HARBOR DRIVE



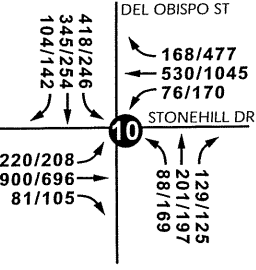
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



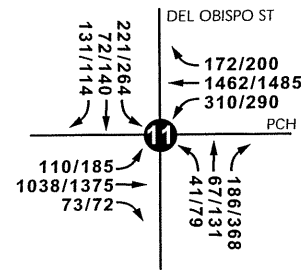
DEL OBISPO STREET/  
STONEHILL DRIVE



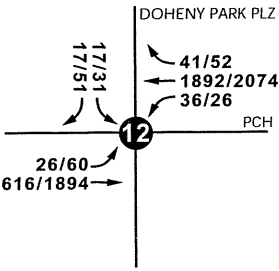
Not to Scale

Key:  
XX/XX AM/PM Peak Hour Volumes

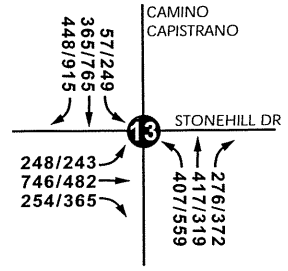
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



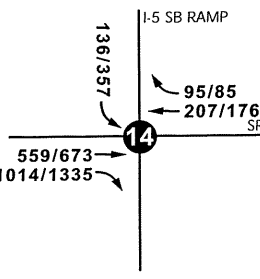
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



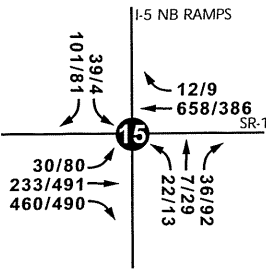
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1



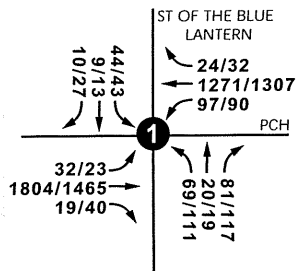
I-5 NORTHBOUND RAMPS/  
SR-1



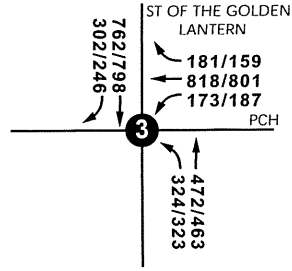
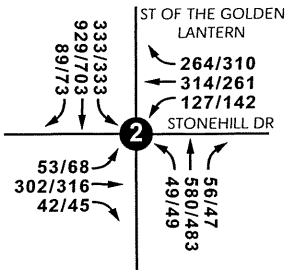
# Forecast Year 2012 Without Project Weekday AM/PM Peak Hour Intersection Volumes



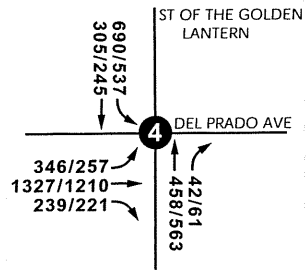
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



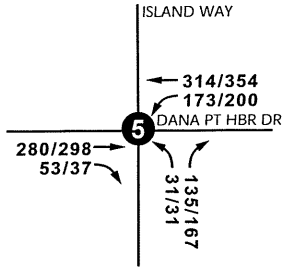
STREET OF THE GOLDEN LANTERN/ STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



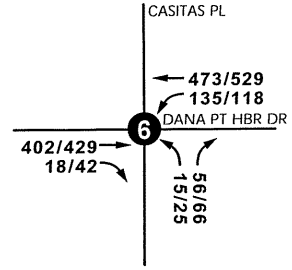
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



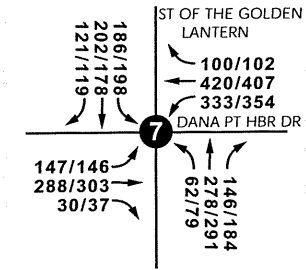
ISLAND WAY/  
DANA POINT HARBOR DRIVE



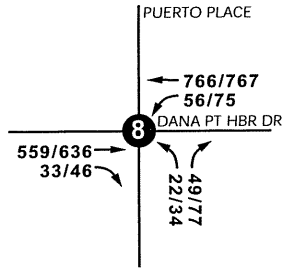
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



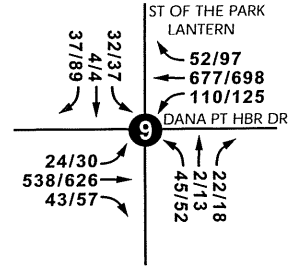
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



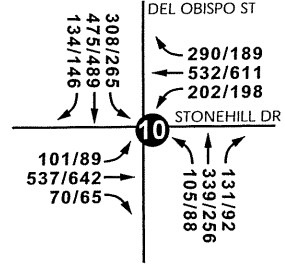
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



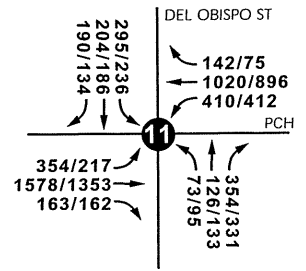
DEL OBISPO STREET/  
STONEHILL DRIVE



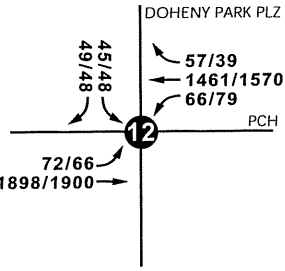
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Key:  
XX/XX Noon/PM Peak Hour Volumes

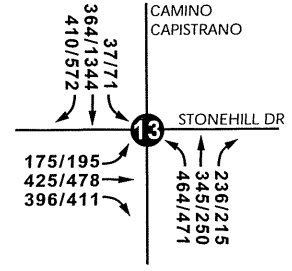
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



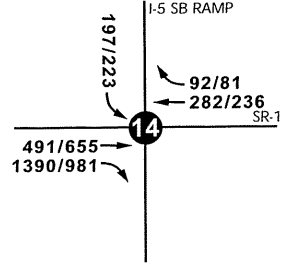
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



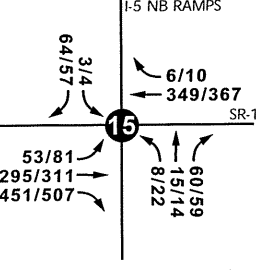
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMPS/  
SR-1



Forecast Year 2012

Without Project Weekend Noon/PM Peak Hour Intersection Volumes



**Table 13**  
**Forecast Year 2012 Without Project**  
**Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.502	N/A	A	0.564	N/A	A
St of the Golden Lantern/Stonehill Dr	0.467	N/A	A	0.631	N/A	B
St of the Golden Lantern/Pacific Coast Hwy	0.523	N/A	A	0.582	N/A	A
St of the Golden Lantern/Del Prado Ave	0.352	N/A	A	0.558	N/A	A
Island Way/Dana Point Harbor Dr	N/A	10.2	B	N/A	11.1	B
Casitas Place/Dana Point Harbor Dr	N/A	9.9	A	N/A	11.7	B
St of the Golden Lantern/Dana Point Harbor Dr	0.243	N/A	A	0.360	N/A	A
Puerto Place/Dana Point Harbor Dr	N/A	10.6	B	N/A	13.1	B
St of the Park Lantern/Dana Point Harbor Dr	0.170	N/A	A	0.267	N/A	A
Del Obispo St/Stonehill Dr	0.703	N/A	C	0.719	N/A	B
Del Obispo St/Pacific Coast Hwy	0.700	N/A	C	0.809	N/A	D
Doheny Park Plaza/Pacific Coast Hwy	0.654	N/A	B	0.759	N/A	C
Camino Capistrano/Stonehill Dr	0.622	N/A	B	0.748	N/A	C
I-5 SB Off-Ramp/SR-1	0.254	N/A	A	0.353	N/A	A
I-5 NB Ramps/SR-1	0.271	N/A	A	0.250	N/A	A

**Note:** N/A = Not Applicable.

As shown in Table 13, the study intersections are forecast to operate at an acceptable LOS for forecast year 2012 without project weekday conditions according to performance criteria.

#### **Forecast Year 2012 Without Project Weekend Conditions Intersection Peak Hour LOS**

Table 14 summarizes forecast year 2012 without project weekend noon peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 14**  
**Forecast Year 2012 Without Project**  
**Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Noon Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.717	N/A	C	0.639	N/A	B
St of the Golden Lantern/Stonehill Dr	0.603	N/A	B	0.611	N/A	B
St of the Golden Lantern/Pacific Coast Hwy	0.579	N/A	A	0.553	N/A	A
St of the Golden Lantern/Del Prado Ave	0.648	N/A	B	0.611	N/A	B
Island Way/Dana Point Harbor Dr	N/A	13.1	B	N/A	14.1	B
Casitas Place/Dana Point Harbor Dr	N/A	13.2	B	N/A	14.6	B
St of the Golden Lantern/Dana Point Harbor Dr	0.603	N/A	B	0.635	N/A	B
Puerto Place/Dana Point Harbor Dr	N/A	15.8	C	N/A	19.9	C
St of the Park Lantern/Dana Point Harbor Dr	0.343	N/A	A	0.415	N/A	A
Del Obispo St/Stonehill Dr	0.647	N/A	B	0.614	N/A	B
Del Obispo St/Pacific Coast Hwy	0.796	N/A	C	0.735	N/A	C
Doheny Park Plaza/Pacific Coast Hwy	0.703	N/A	C	0.712	N/A	C
Camino Capistrano/Stonehill Dr	<b>0.922</b>	<b>N/A</b>	<b>E</b>	0.899	N/A	D
I-5 SB Off-Ramp/SR-1	0.274	N/A	A	0.308	N/A	A
I-5 NB Ramps/SR-1	0.194	N/A	A	0.218	N/A	A

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 14, the Camino Capistrano/Stonehill Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast year 2012 without project weekend conditions according to performance criteria during both the noon peak hour and the p.m. peak hour.

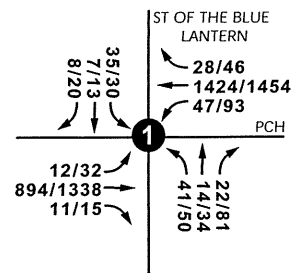
## **FORECAST YEAR 2012 WITH COMMERCIAL CORE PROJECT CONDITIONS**

Forecast year 2012 with commercial core project traffic volumes were derived by adding net trips generated by the commercial core component of the proposed project to forecast year 2012 without project traffic volumes.

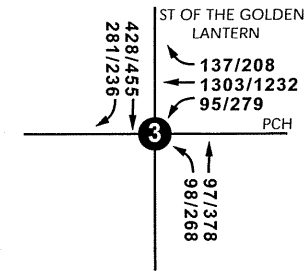
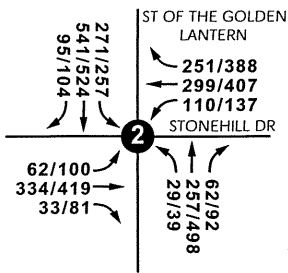
Exhibits 22 and 23 show forecast year 2012 with commercial core project weekday a.m. peak hour and p.m. peak hour volumes and forecast year 2012 with commercial core project weekend noon peak hour and p.m. peak hour volumes at the study intersections, respectively.

It should be noted that forecast year 2012 with commercial core project conditions assume City of Dana Point planned transportation improvements at the Camino Capistrano/Stonehill Drive intersection and the Del Obispo Street/Pacific Coast Highway intersection.

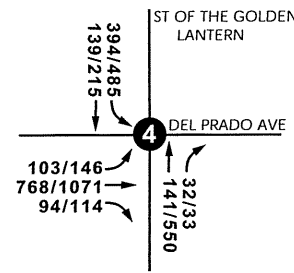
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



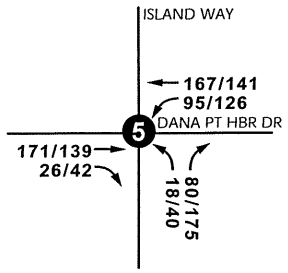
STREET OF THE GOLDEN LANTERN/ STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



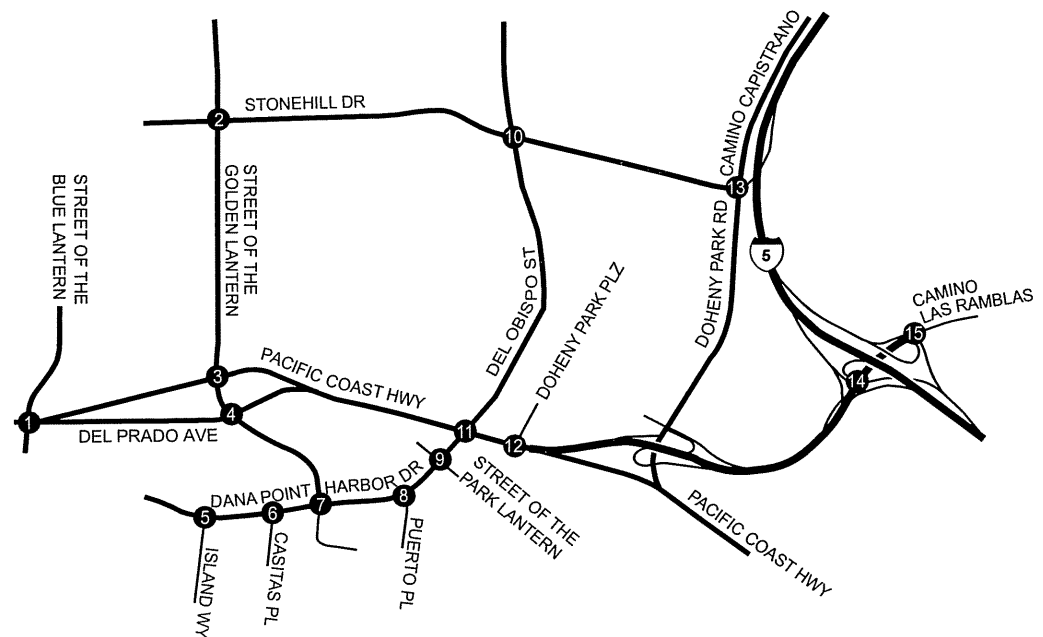
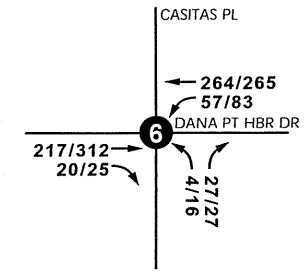
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



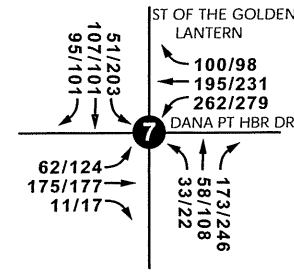
ISLAND WAY/  
DANA POINT HARBOR DRIVE



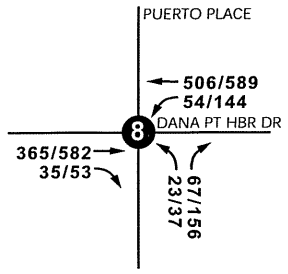
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



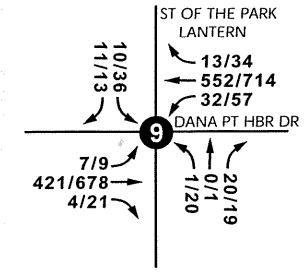
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



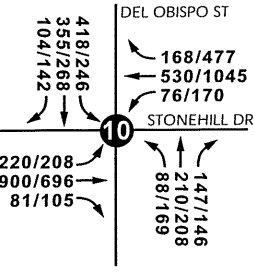
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



DEL OBISPO STREET/  
STONEHILL DRIVE

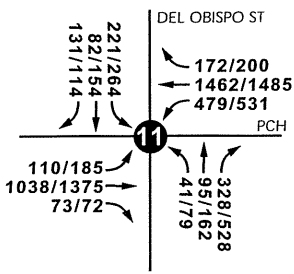


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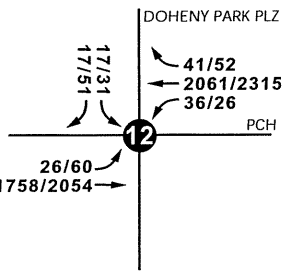
Key:  
XX/XX

AM/PM Peak Hour Volumes

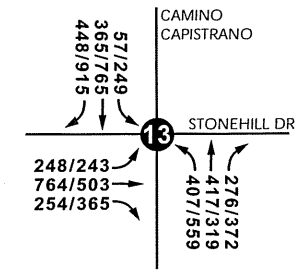
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



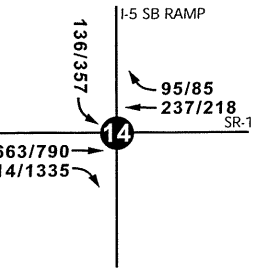
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



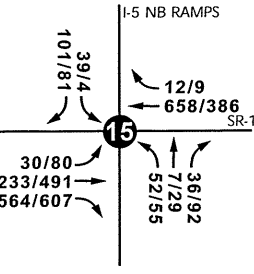
CAMINO CAPISTRANO/  
STONEHILL DRIVE



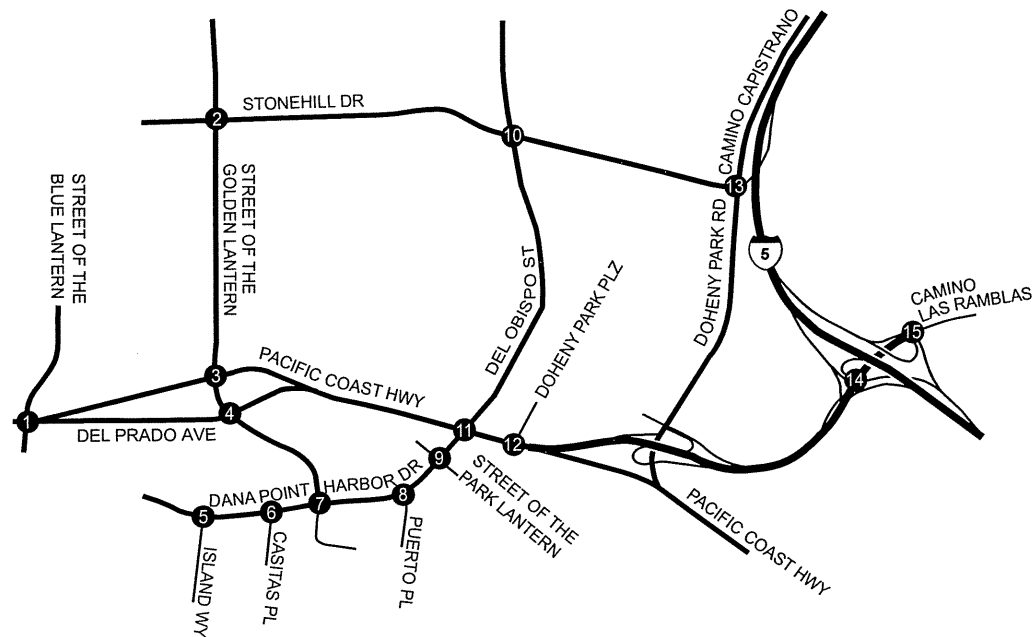
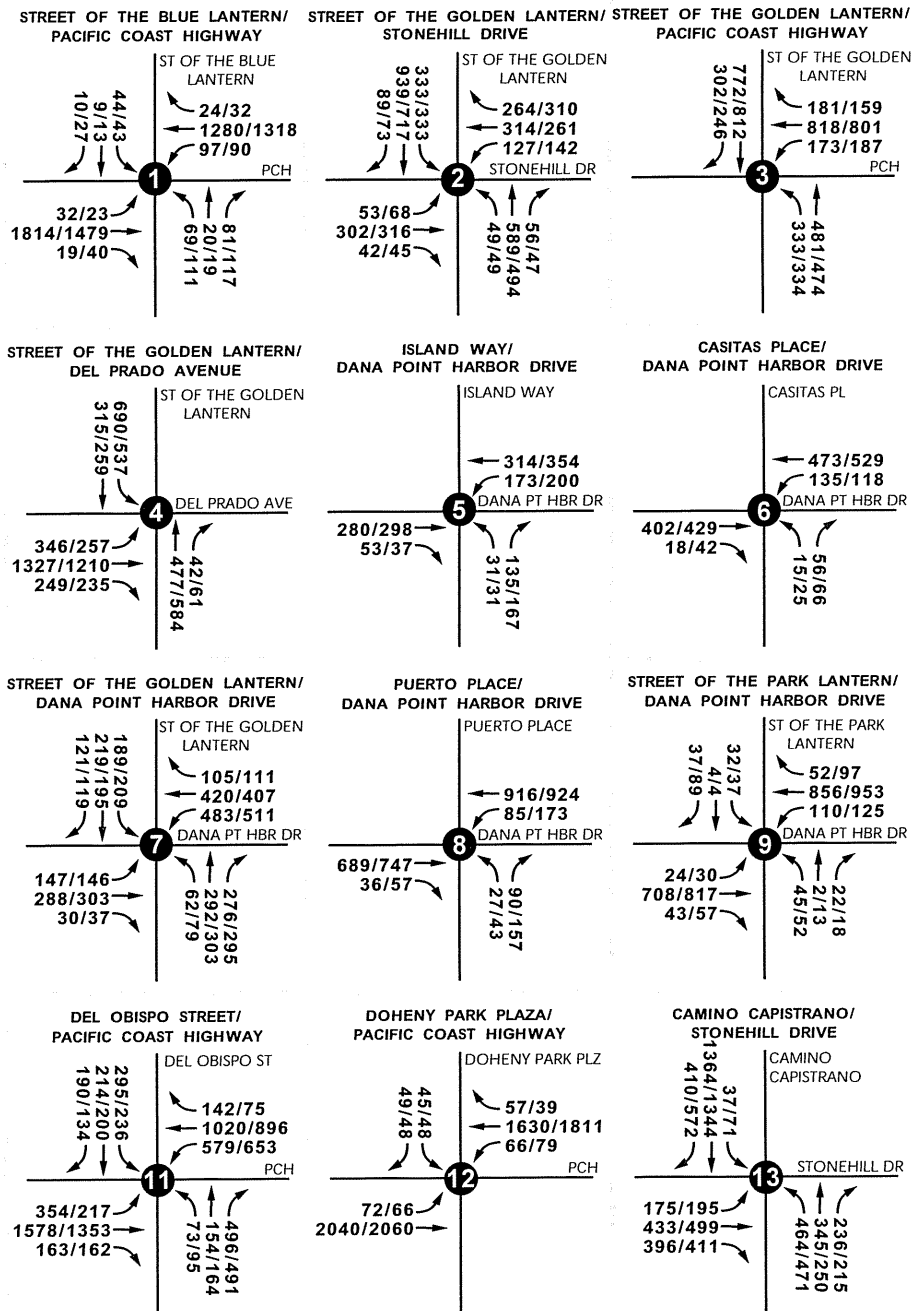
I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMPS/  
SR-1



# Forecast Year 2012 With Commercial Core Project Weekday AM/PM Peak Hour Intersection Volumes



Not to Scale

Key:  
XX/XX Noon/PM Peak Hour Volumes

## Forecast Year 2012 With Commercial Core Project Weekend Noon/PM Peak Hour Intersection Volumes



## Forecast Year 2012 With Commercial Core Project Weekday Conditions Intersection Peak Hour LOS

Table 15 summarizes forecast year 2012 with commercial core project weekday a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix A.

**Table 15**  
**Forecast Year 2012 With Commercial Core Project**  
**Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	Forecast Year 2012 Without Project Weekday Conditions		Forecast Year 2012 With Commercial Core Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Blue Lantern/Pacific Coast Hwy	0.502 – N/A – A	0.564 – N/A – A	0.505 – N/A – A	0.568 – N/A – A	No
St of the Golden Lantern/Stonehill Dr	0.467 – N/A – A	0.631 – N/A – B	0.469 – N/A – A	0.635 – N/A – B	No
St of the Golden Lantern/Pacific Coast Hwy	0.523 – N/A – A	0.582 – N/A – A	0.528 – N/A – A	0.588 – N/A – A	No
St of the Golden Lantern/Del Prado Ave	0.352 – N/A – A	0.558 – N/A – A	0.358 – N/A – A	0.564 – N/A – A	No
Island Wy/Dana Point Harbor Dr	N/A – 10.2 – B	N/A – 11.1 – B	N/A – 10.2 – B	N/A – 11.1 – B	No
Casitas Pl/Dana Point Harbor Dr	N/A – 9.9 – A	N/A – 11.7 – B	N/A – 9.9 – A	N/A – 11.7 – B	No
St of the Golden Lantern/Dana Point Harbor Dr	0.243 – N/A – A	0.360 – N/A – A	0.338 – N/A – A	0.449 – N/A – A	No
Puerto Pl/Dana Point Harbor Dr	N/A – 10.6 – B	N/A – 13.1 – B	N/A – 12.0 – B	N/A – 20.4 – C	No
St of the Park Lantern/Dana Point Harbor Dr	0.170 – N/A – A	0.267 – N/A – A	0.223 – N/A – A	0.324 – N/A – A	No
Del Obispo St/Stonehill Dr	0.703 – N/A – C	0.719 – N/A – C	0.711 – N/A – C	0.728 – N/A – C	No
Del Obispo St/Pacific Coast Hwy	0.700 – N/A – C	0.809 – N/A – D	0.717 – N/A – C	0.827 – N/A – D	No
Doheny Park Plaza/Pacific Coast Hwy	0.654 – N/A – A	0.759 – N/A – C	0.703 – N/A – B	0.830 – N/A – D	No
Camino Capistrano/Stonehill Dr	0.622 – N/A – B	0.748 – N/A – C	0.627 – N/A – B	0.748 – N/A – C	No
I-5 SB Off-Ramp/SR-1	0.254 – N/A – A	0.353 – N/A – A	0.285 – N/A – A	0.388 – N/A – A	No
I-5 NB Ramps/SR-1	0.271 – N/A – A	0.250 – N/A – A	0.289 – N/A – A	0.275 – N/A – A	No

Note: N/A = Not Applicable.

As shown in Table 15, with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for forecast year 2012 with commercial core project weekday conditions according to performance criteria.

As also shown in Table 15, based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast year 2012 with commercial core project weekday conditions.

## Forecast Year 2012 With Commercial Core Project Weekend Conditions Intersection Peak Hour LOS

Table 16 summarizes forecast year 2012 with commercial core project weekend noon peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 16**  
**Forecast Year 2012 With Commercial Core Project**  
**Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Forecast Year 2012 Without Project Weekend Conditions		Forecast Year 2012 With Commercial Core Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
St of the Blue Lantern/Pacific Coast Hwy	0.717 – N/A – C	0.639 – N/A – B	0.720 – N/A – C	0.644 – N/A – B	No
St of the Golden Lantern/Stonehill Dr	0.603 – N/A – B	0.611 – N/A – B	0.606 – N/A – B	0.614 – N/A – B	No
St of the Golden Lantern/Pacific Coast Hwy	0.579 – N/A – A	0.553 – N/A – A	0.584 – N/A – A	0.563 – N/A – A	No
St of the Golden Lantern/Del Prado Ave	0.648 – N/A – B	0.611 – N/A – B	0.653 – N/A – B	0.617 – N/A – B	No
Island Wy/Dana Point Harbor Dr	N/A – 13.1 – B	N/A – 14.1 – B	N/A – 13.1 – B	N/A – 14.1 – B	No
Casitas Pl/Dana Point Harbor Dr	N/A – 13.2 – B	N/A – 14.6 – B	N/A – 13.2 – B	N/A – 14.6 – B	No
St of the Golden Lantern/Dana Point Harbor Dr	0.603 – N/A – B	0.635 – N/A – B	0.702 – N/A – B	0.741 – N/A – C	No
Puerto Pl/Dana Point Harbor Dr	N/A – 15.8 – C	N/A – 19.9 – C	N/A – 20.8 – C	<b>N/A – 53.4 – F</b>	Yes
St of the Park Lantern/Dana Point Harbor Dr	0.343 – N/A – A	0.415 – N/A – A	0.393 – N/A – A	0.471 – N/A – A	No
Del Obispo St/Stonehill Dr	0.647 – N/A – B	0.614 – N/A – B	0.655 – N/A – B	0.623 – N/A – B	No
Del Obispo St/Pacific Coast Hwy	0.796 – N/A – C	0.735 – N/A – C	0.862 – N/A – D	0.814 – N/A – D	No
Doheny Park Plaza/Pacific Coast Hwy	0.703 – N/A – C	0.712 – N/A – C	0.744 – N/A – C	0.759 – N/A – C	No
Camino Capistrano/Stonehill Dr	<b>0.922 – N/A – E</b>	<b>0.899 – N/A – D</b>	<b>0.922 – N/A – E</b>	<b>0.899 – N/A – D</b>	No
I-5 SB Off-Ramp/SR-1	0.274 – N/A – A	0.308 – N/A – A	0.292 – N/A – A	0.343 – N/A – A	No
I-5 NB Ramps/SR-1	0.194 – N/A – A	0.218 – N/A – A	0.211 – N/A – A	0.243 – N/A – A	No

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 16, with the addition of project-generated trips, the following two study intersections are forecast to operate at a deficient LOS (LOS E or worse) for forecast year 2012 with commercial core project weekend conditions according to performance criteria:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only); and
- Camino Capistrano/Stonehill Drive (noon peak hour only).

As also shown in Table 16, based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the Puerto Place/Dana Point Harbor Drive intersection in the p.m. peak hour for forecast year 2012 with commercial core project weekend conditions.

#### **Forecast Year 2012 With Commercial Core Project Weekend Conditions Recommended Mitigation Measures**

To reduce project impacts to a level considered less than significant, the following mitigation measure is recommended:

- **Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity

improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.

Table 17 summarizes forecast year 2012 with commercial core project weekend noon peak hour and p.m. peak hour LOS at the Puerto Place/Dana Point Harbor Drive intersection assuming implementation of the recommended mitigation measure; detailed LOS analysis sheets are contained in Appendix B.

**Table 17  
Mitigated Forecast Year 2012 With Commercial Core Project  
Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Forecast Year 2012 With Commercial Core Project Weekend Conditions		Mitigated Forecast Year 2012 With Commercial Core Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Puerto Pl/Dana Point Harbor Dr	N/A – 20.8 – C	N/A – 53.4 – F	0.389 – N/A – A	0.506 – N/A – A	No

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 17, no significant impacts are forecast to occur assuming implementation of the recommended mitigation measure.

#### **Forecast Year 2012 With Commercial Core Project Weekend Conditions Traffic Signal Warrant Analysis**

A *Manual on Uniform Traffic Control Devices (MUTCD)* signal warrant analysis was prepared to determine if signalization is warranted at the Puerto Place/Dana Point Harbor Drive.

Table 18 summarizes the results of the traffic signal warrant analysis for the Puerto Place/Dana Point Harbor Drive intersection for forecast year 2012 with commercial core project weekend conditions; detailed traffic signal warrant calculation sheets are contained in Appendix C.



**Table 18**  
**Forecast Year 2012 With Commercial Core Project Weekend Conditions**  
**Puerto Place/Dana Point Harbor Drive Intersection Signal Warrant Analysis**

Warrant Type	Warrant Required Dana Point Harbor Dr Daily Volume (2 directions)	Forecast Dana Point Harbor Dr Daily Volume (2 directions)	Dana Point Harbor Dr Warrant Satisfied? (% Satisfied)	Warrant Required Puerto Place Daily Volume (1 direction)	Forecast Puerto Place Daily Volume (1 direction)	Puerto Place Warrant Satisfied? (% Satisfied)	Signalization of Intersection Warranted?
Minimum Vehicular Traffic	6,720	18,135	Yes (100%)	1,680	1,590	No (95%)	No
Interruption of Continuous Traffic	10,080	18,135	Yes (100%)	850	1,590	Yes (100%)	Yes

As shown in Table 18, the *Interruption of Continuous Traffic* signal warrant is satisfied for the Puerto Place/Dana Point Harbor Drive intersection for forecast year 2012 with commercial core project weekend conditions.

### **FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT CONDITIONS**

The entire harborwide proposed project is planned to be open in 2030; therefore, forecast buildout year 2030 without project conditions are analyzed first to measure project traffic impacts against. Forecast buildout year 2030 peak hour traffic volumes were determined by applying a one percent annual growth rate to existing traffic volumes as directed by City staff. This is a conservative assumption, since the growth rate factor is applied to all vehicle movements at the study intersections. Additionally, the one percent annual growth rate is conservative based on forecast traffic growth (0.6 percent) provided by OCTA in the City of Dana Point.

Additionally, trips forecast to be generated by the *Headlands* project assumed to be constructed and generating traffic by 2030 were added.

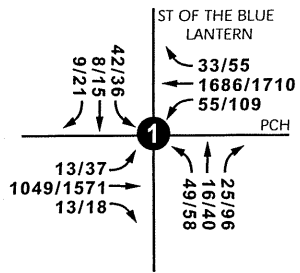
Exhibits 24 and 25 show forecast buildout year 2030 without project weekday a.m. peak hour and p.m. peak hour volumes and forecast buildout year 2030 without project weekend noon peak hour and p.m. peak hour volumes at the study intersections, respectively.

It should be noted that forecast buildout year 2030 without project conditions assume City of Dana Point planned transportation improvements at the Camino Capistrano/Stonehill Drive intersection and the Del Obispo Street/Pacific Coast Highway intersection.

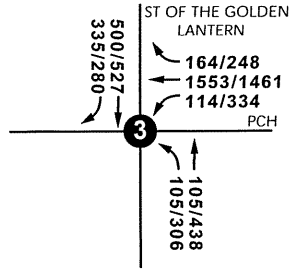
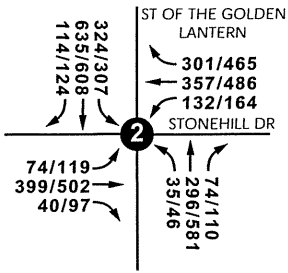
### **Forecast Buildout Year 2030 Without Project Weekday Conditions Intersection Peak Hour LOS**

Table 19 summarizes forecast buildout year 2030 without project weekday a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

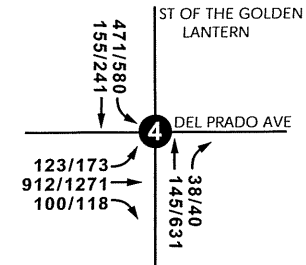
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



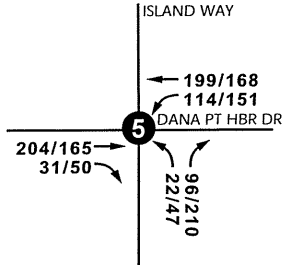
STREET OF THE GOLDEN LANTERN/ STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



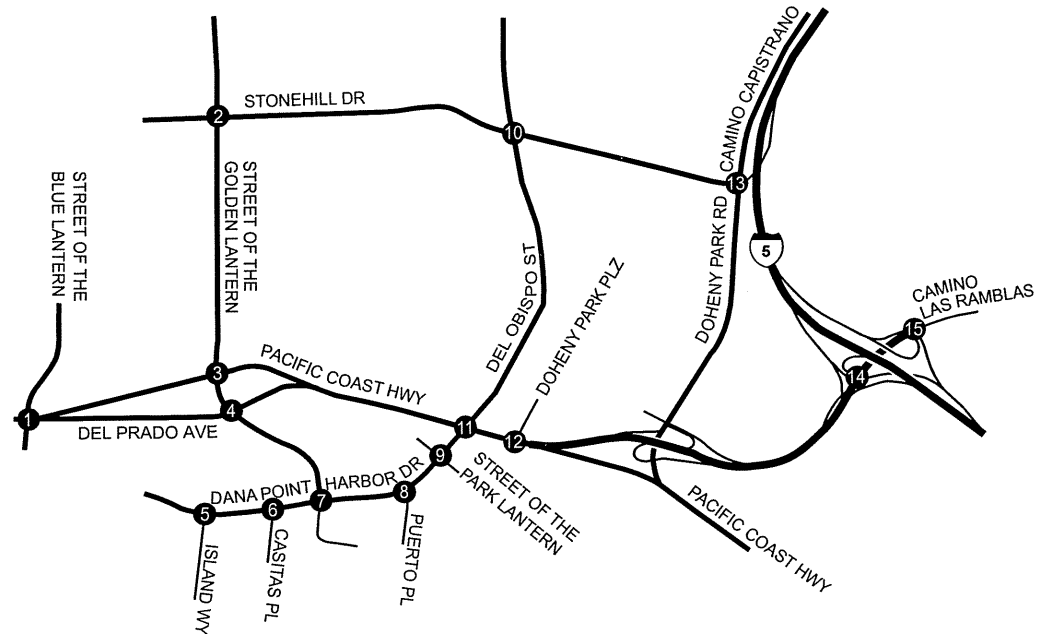
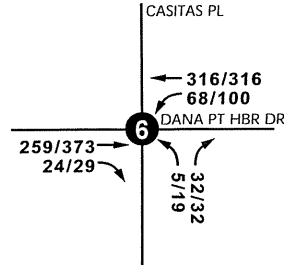
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



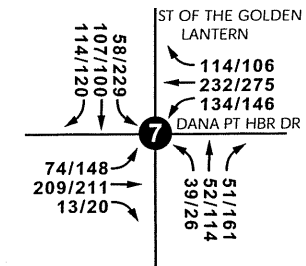
ISLAND WAY/  
DANA POINT HARBOR DRIVE



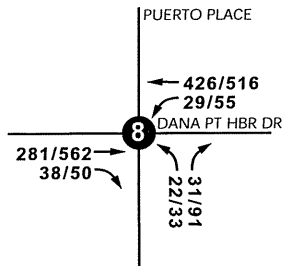
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



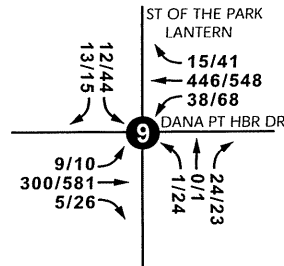
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



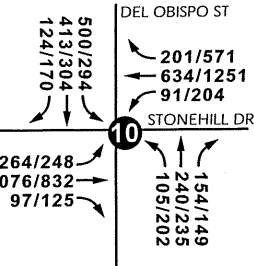
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



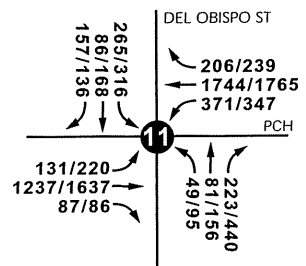
DEL OBISPO STREET/  
STONEHILL DRIVE



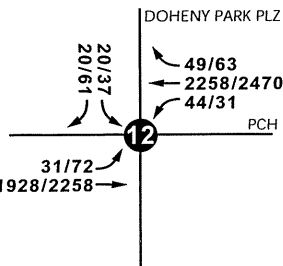
Not to Scale

Key:  
XX/XX AM/PM Peak Hour Volumes

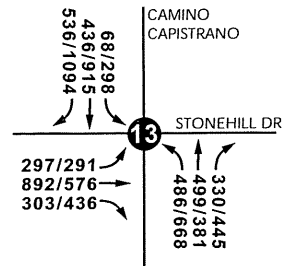
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



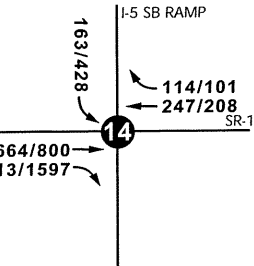
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



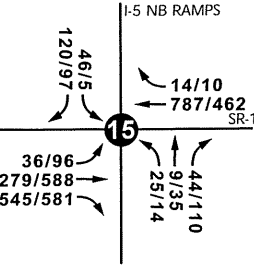
CAMINO CAPISTRANO/  
STONEHILL DRIVE



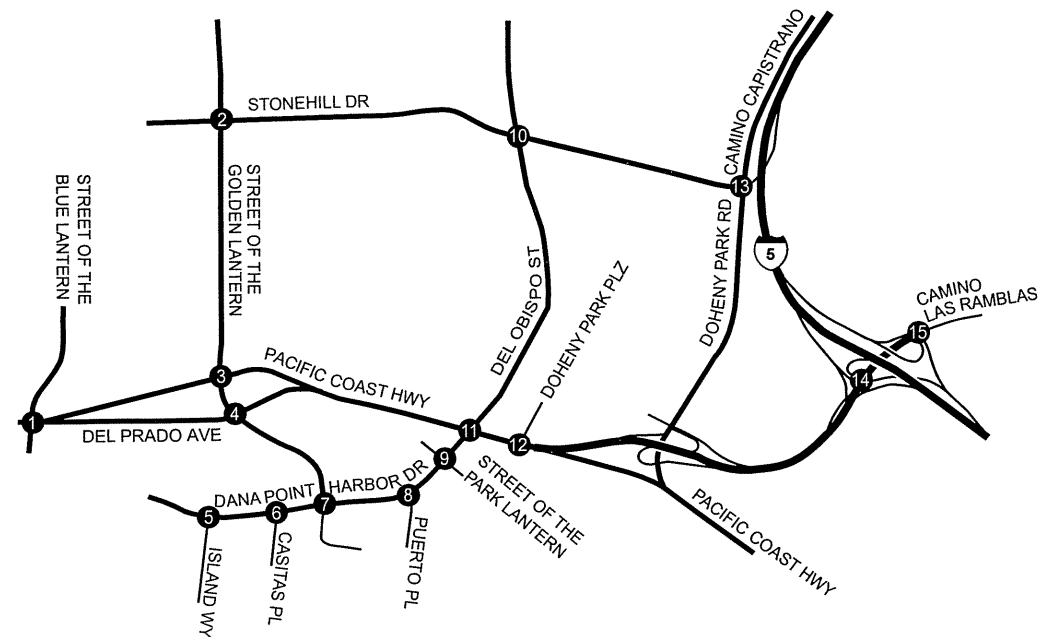
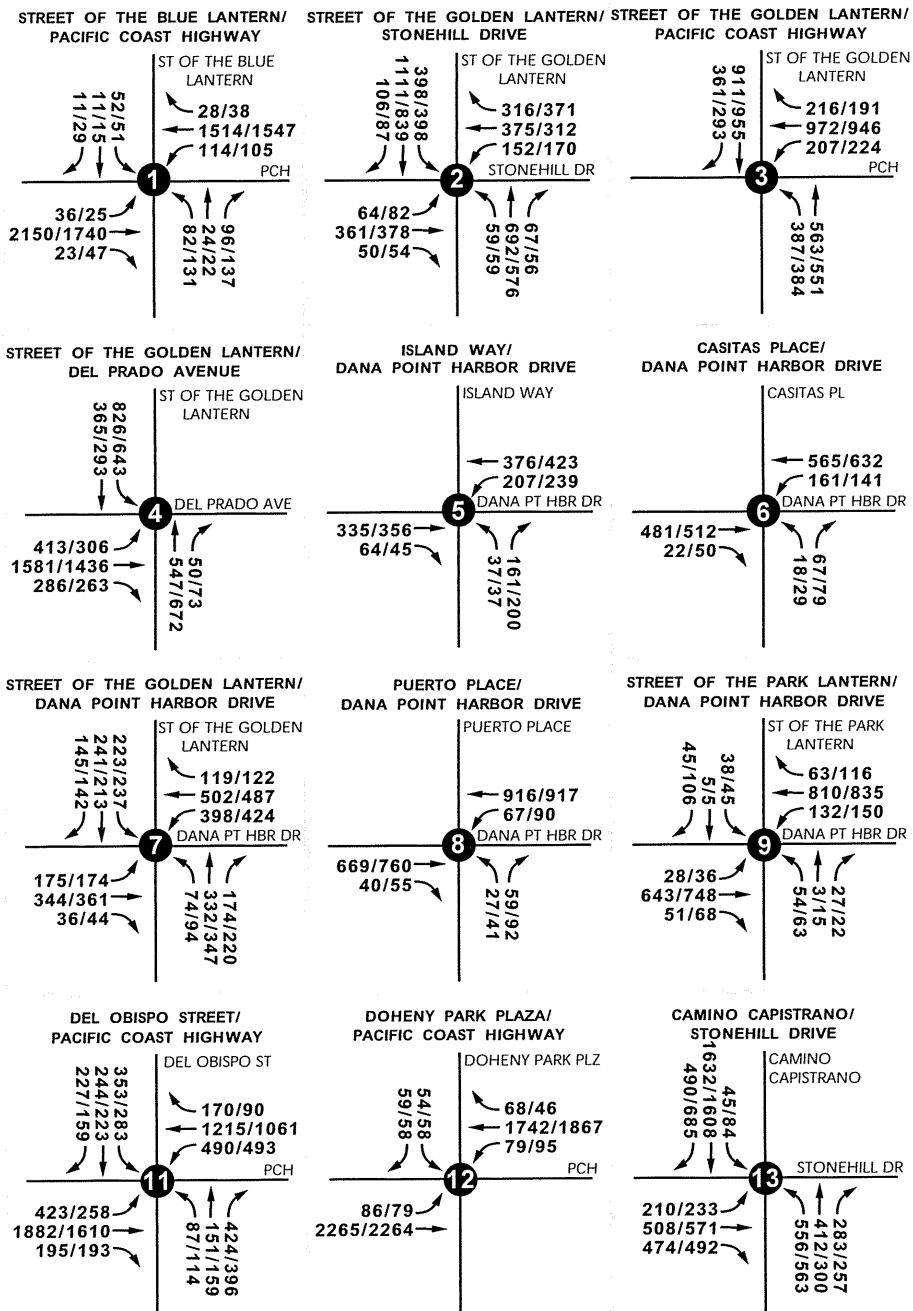
I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMPS/  
SR-1



## Forecast Buildout Year 2030 Without Project Weekday AM/PM Peak Hour Intersection Volumes



Not to Scale

Key:  
XX/XX AM/PM Peak Hour Volumes

# Forecast Buildout Year 2030 Without Project Weekend Noon/PM Peak Hour Intersection Volumes

**Table 19**  
**Forecast Buildout Year 2030 Without Project**  
**Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.588	N/A	A	0.659	N/A	B
St of the Golden Lantern/Stonehill Dr	0.548	N/A	A	0.745	N/A	C
St of the Golden Lantern/Pacific Coast Hwy	0.614	N/A	B	0.681	N/A	B
St of the Golden Lantern/Del Prado Ave	0.410	N/A	A	0.655	N/A	B
Island Way/Dana Point Harbor Dr	N/A	10.8	B	N/A	12.2	B
Casitas Place/Dana Point Harbor Dr	N/A	10.3	B	N/A	12.8	B
St of the Golden Lantern/Dana Point Harbor Dr	0.281	N/A	A	0.420	N/A	A
Puerto Place/Dana Point Harbor Dr	N/A	11.3	B	N/A	15.4	C
St of the Park Lantern/Dana Point Harbor Dr	0.193	N/A	A	0.310	N/A	A
Del Obispo St/Stonehill Dr	0.831	N/A	D	0.850	N/A	D
Del Obispo St/Pacific Coast Hwy	0.826	N/A	D	<b>0.954</b>	<b>N/A</b>	<b>E</b>
Doheny Park Plaza/Pacific Coast Hwy	0.771	N/A	C	0.895	N/A	D
Camino Capistrano/Stonehill Dr	0.734	N/A	C	0.885	N/A	D
I-5 SB Off-Ramp/SR-1	0.293	N/A	A	0.411	N/A	A
I-5 NB Ramps/SR-1	0.314	N/A	A	0.288	N/A	A

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 19, the Del Obispo Street/Pacific Coast Highway intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 without project weekday conditions according to performance criteria during the p.m. peak hour.

#### **Forecast Buildout Year 2030 Without Project Weekend Conditions Intersection Peak Hour LOS**

Table 20 summarizes forecast buildout year 2030 without project weekend noon peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 20**  
**Forecast Buildout Year 2030 Without Project**  
**Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Noon Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
St of the Blue Lantern/Pacific Coast Hwy	0.843	N/A	D	0.748	N/A	C
St of the Golden Lantern/Stonehill Dr	0.711	N/A	C	0.720	N/A	C
St of the Golden Lantern/Pacific Coast Hwy	0.680	N/A	B	0.649	N/A	B
St of the Golden Lantern/Del Prado Ave	0.764	N/A	C	0.718	N/A	C
Island Way/Dana Point Harbor Dr	N/A	15.7	C	N/A	17.9	C
Casitas Place/Dana Point Harbor Dr	N/A	15.4	C	N/A	17.9	C
St of the Golden Lantern/Dana Point Harbor Dr	0.712	N/A	C	0.749	N/A	C
Puerto Place/Dana Point Harbor Dr	N/A	20.4	C	N/A	31.4	D
St of the Park Lantern/Dana Point Harbor Dr	0.400	N/A	A	0.487	N/A	A
Del Obispo St/Stonehill Dr	0.764	N/A	C	0.724	N/A	C
Del Obispo St/Pacific Coast Hwy	<b>0.941</b>	<b>N/A</b>	<b>E</b>	0.867	N/A	D
Doheny Park Plaza/Pacific Coast Hwy	0.829	N/A	D	0.839	N/A	D
Camino Capistrano/Stonehill Dr	<b>1.093</b>	<b>N/A</b>	<b>F</b>	<b>1.066</b>	<b>N/A</b>	<b>F</b>
I-5 SB Off-Ramp/SR-1	0.317	N/A	A	0.357	N/A	A
I-5 NB Ramps/SR-1	0.221	N/A	A	0.250	N/A	A

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 20, the following study intersections are forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 without project weekend conditions according to performance criteria:

- Del Obispo Street/Pacific Coast Highway (noon peak hour only); and
- Camino Capistrano/Stonehill Drive (both noon and p.m. peak hour).

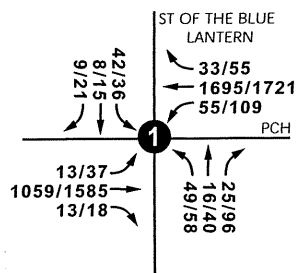
## **FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT CONDITIONS**

Forecast buildout year 2030 with commercial core project traffic volumes were derived by adding net trips generated by the commercial core component of the proposed project to forecast buildout year 2030 without project traffic volumes.

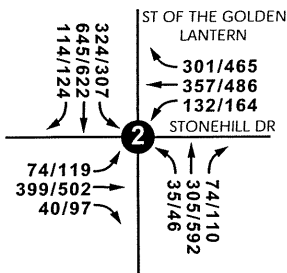
Exhibits 26 and 27 show forecast buildout year 2030 with commercial core project weekday a.m. peak hour and p.m. peak hour volumes and forecast buildout year 2030 with commercial core project weekend noon peak hour and p.m. peak hour volumes at the study intersections, respectively.

It should be noted that forecast buildout year 2030 with commercial core project conditions assume City of Dana Point planned transportation improvements at the Camino Capistrano/Stonehill Drive intersection and the Del Obispo Street/Pacific Coast Highway intersection.

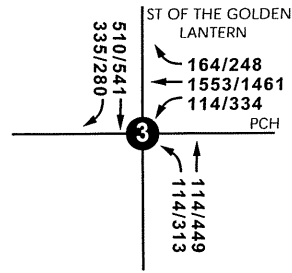
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



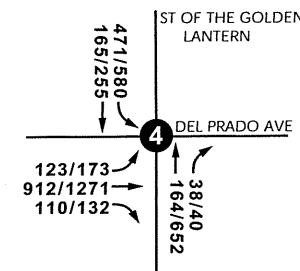
STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



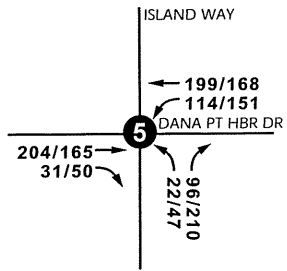
STREET OF THE GOLDEN LANTERN/  
PACIFIC COAST HIGHWAY



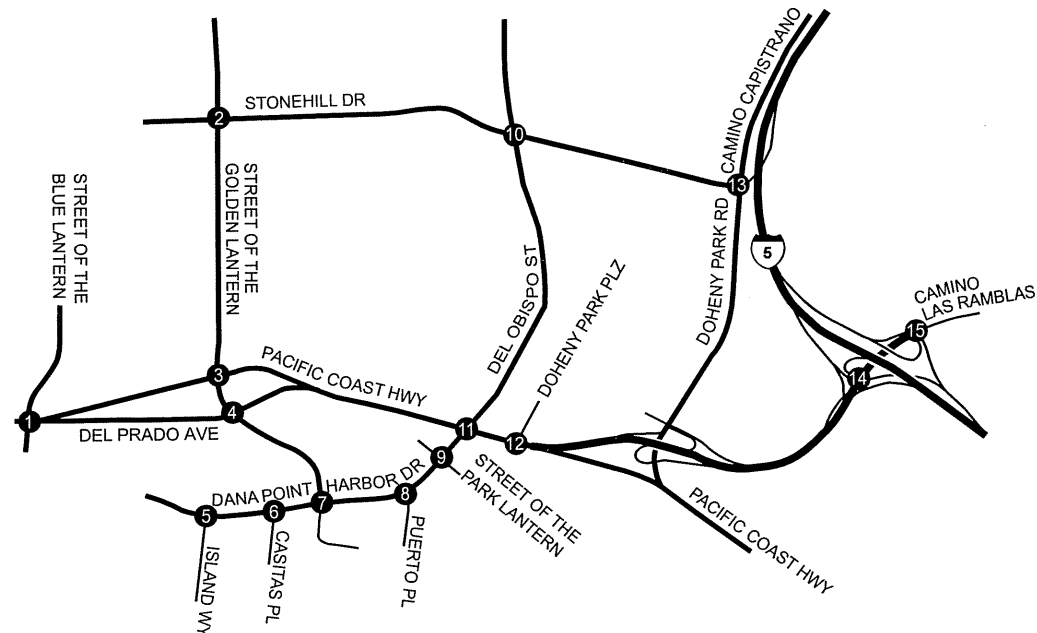
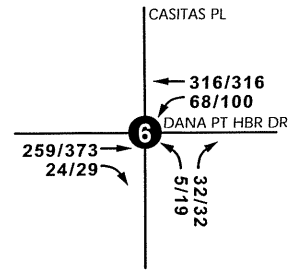
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



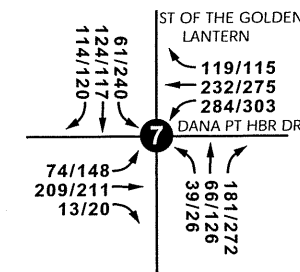
ISLAND WAY/  
DANA POINT HARBOR DRIVE



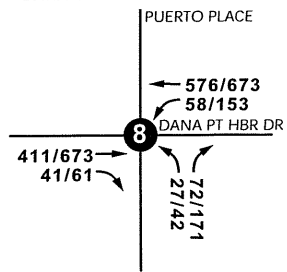
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



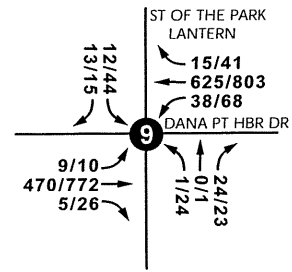
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



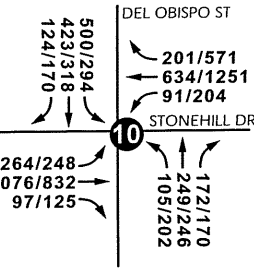
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



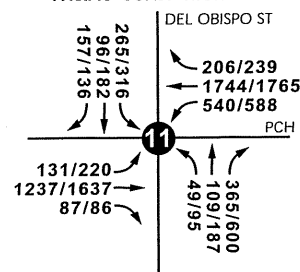
DEL OBISPO STREET/  
STONEHILL DRIVE



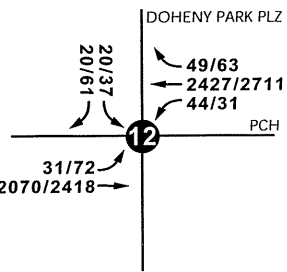
Not to Scale

Key:  
XX/XX AM/PM Peak Hour Volumes

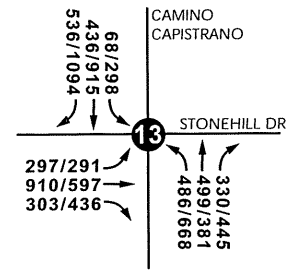
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



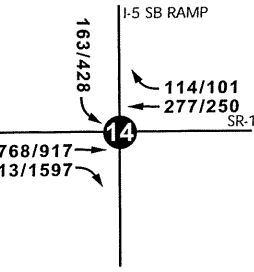
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



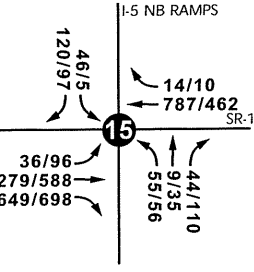
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1

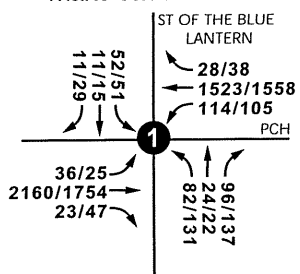


I-5 NORTHBOUND RAMPS/  
SR-1

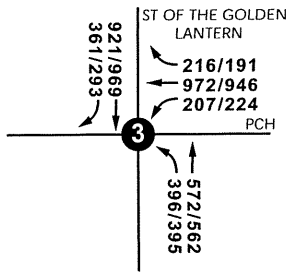
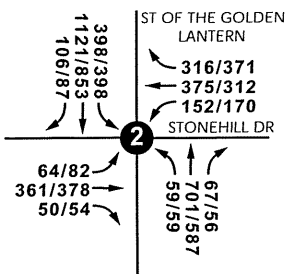


# Forecast Buildout Year 2030 With Commercial Core Weekday AM/PM Peak Hour Intersection Volumes

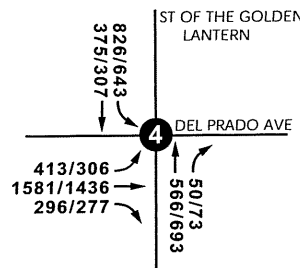
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



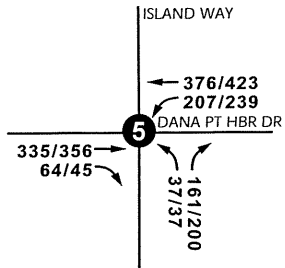
STREET OF THE GOLDEN LANTERN/ STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



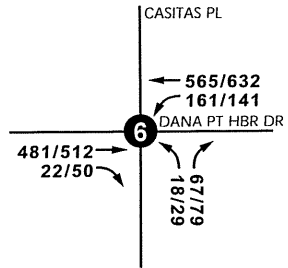
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



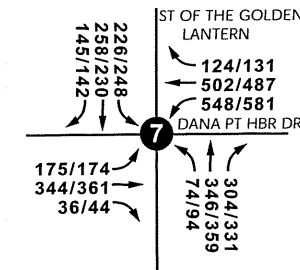
ISLAND WAY/  
DANA POINT HARBOR DRIVE



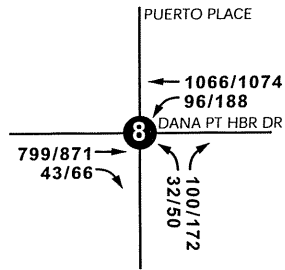
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



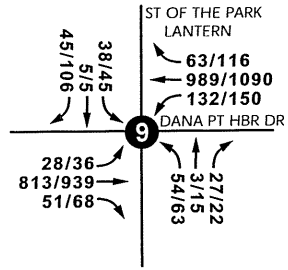
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



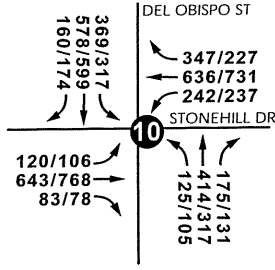
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



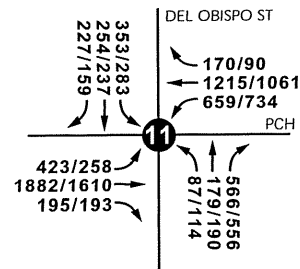
DEL OBISPO STREET/  
STONEHILL DRIVE



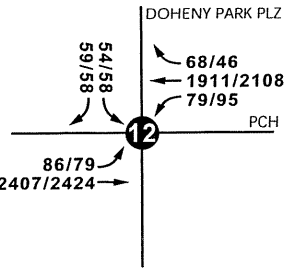
Not to Scale

Key:  
XX/XX Noon/PM Peak Hour Volumes

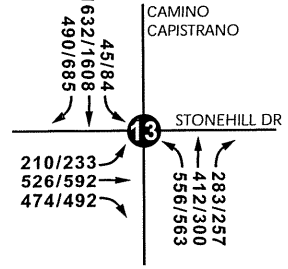
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



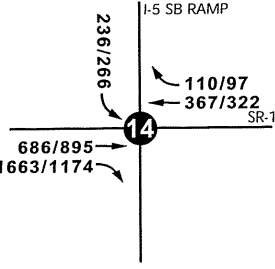
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



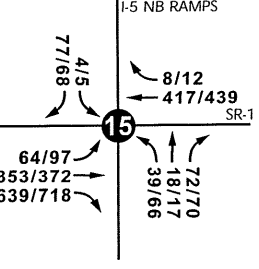
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMPS/  
SR-1



# Forecast Buildout Year 2030 With Commercial Core Project Weekend Noon/PM Peak Hour Intersection Volumes

## Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions Intersection Peak Hour LOS

Table 21 summarizes forecast buildout year 2030 with commercial core project weekday a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 21**  
**Forecast Buildout Year 2030 With Commercial Core Project**  
**Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekday Conditions		Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
St of the Blue Lantern/Pacific Coast Hwy	0.588 – N/A – A	0.659 – N/A – B	0.590 – N/A – A	0.663 – N/A – B	No
St of the Golden Lantern/Stonehill Dr	0.548 – N/A – A	0.745 – N/A – C	0.551 – N/A – A	0.748 – N/A – C	No
St of the Golden Lantern/Pacific Coast Hwy	0.614 – N/A – B	0.681 – N/A – B	0.619 – N/A – B	0.688 – N/A – B	No
St of the Golden Lantern/Del Prado Ave	0.410 – N/A – A	0.655 – N/A – B	0.416 – N/A – A	0.662 – N/A – B	No
Island Wy/Dana Point Harbor Dr	N/A – 10.8 – B	N/A – 12.2 – B	N/A – 10.8 – B	N/A – 12.2 – B	No
Casitas Pl/Dana Point Harbor Dr	N/A – 10.3 – B	N/A – 12.8 – B	N/A – 10.3 – B	N/A – 12.8 – B	No
St of the Golden Lantern/Dana Point Harbor Dr	0.281 – N/A – A	0.420 – N/A – A	0.375 – N/A – A	0.506 – N/A – A	No
Puerto Pl/Dana Point Harbor Dr	N/A – 11.3 – B	N/A – 15.4 – C	N/A – 13.1 – B	N/A – 29.7 – D	No
St of the Park Lantern/Dana Point Harbor Dr	0.193 – N/A – A	0.310 – N/A – A	0.246 – N/A – A	0.366 – N/A – A	No
Del Obispo St/Stonehill Dr	0.831 – N/A – D	0.850 – N/A – D	0.838 – N/A – D	0.859 – N/A – D	No
Del Obispo St/Pacific Coast Hwy	0.826 – N/A – D	<b>0.954 – N/A – E</b>	0.842 – N/A – D	<b>0.972 – N/A – E</b>	Yes
Doheny Park Plaza/Pacific Coast Hwy	0.771 – N/A – C	0.895 – N/A – D	0.820 – N/A – D	<b>0.966 – N/A – E</b>	Yes
Camino Capistrano/Stonehill Dr	0.734 – N/A – C	0.885 – N/A – D	0.740 – N/A – C	0.885 – N/A – D	No
I-5 SB Off-Ramp/SR-1	0.293 – N/A – A	0.411 – N/A – A	0.324 – N/A – A	0.445 – N/A – A	No
I-5 NB Ramps/SR-1	0.314 – N/A – A	0.288 – N/A – A	0.332 – N/A – A	0.313 – N/A – A	No

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 21, with the addition of project-generated trips, the following study intersections are forecast to operate at a deficient LOS for forecast buildout year 2030 with commercial core project weekday conditions according to performance criteria:

- Del Obispo Street/Pacific Coast Highway (p.m. peak hour only); and
- Doheny Park Plaza/Pacific Coast Highway (p.m. peak hour only).



As also shown in Table 21, based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the same two study intersections for forecast buildout year 2030 with commercial core project weekday conditions:

### Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions Recommended Mitigation Measures

To reduce project impacts to a level considered less than significant, the following mitigation measures are recommended:

- **Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.
- **Doheny Park Plaza/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the widening of the eastbound Pacific Coast Highway approach from one left-turn lane and two through lanes to consist of one left-turn lane and three through lanes; and to widen the westbound Pacific Coast Highway approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

Table 22 summarizes forecast buildout year 2030 with commercial core project weekday a.m. peak hour and p.m. peak hour LOS at the Del Obispo Street/Pacific Coast Highway and Doheny Park Plaza/Pacific Coast Highway intersections assuming implementation of the recommended mitigation measures; detailed LOS analysis sheets are contained in Appendix B.

**Table 22**  
**Mitigated Forecast Buildout Year 2030 With Commercial Core**  
**Project Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions		Mitigated Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Del Obispo St/Pacific Coast Hwy	0.842 – N/A – D	<b>0.972 – N/A – E</b>	0.651 – N/A – B	0.775 – N/A – C	No
Doheny Park Plaza/Pacific Coast Hwy	0.820 – N/A – D	<b>0.966 – N/A – E</b>	0.578 – N/A – A	0.694 – N/A – B	No

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 22, no significant impacts are forecast to occur assuming implementation of the recommended mitigation measures.

## Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions Intersection Peak Hour LOS

Table 23 summarizes forecast buildout year 2030 with commercial core project weekend noon peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 23**  
**Forecast Buildout Year 2030 With Commercial Core Project**  
**Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekend Conditions		Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
St of the Blue Lantern/Pacific Coast Hwy	0.843 – N/A – D	0.748 – N/A – C	0.846 – N/A – D	0.752 – N/A – C	No
St of the Golden Lantern/Stonehill Dr	0.711 – N/A – C	0.720 – N/A – C	0.714 – N/A – C	0.723 – N/A – C	No
St of the Golden Lantern/Pacific Coast Hwy	0.680 – N/A – B	0.649 – N/A – B	0.686 – N/A – B	0.658 – N/A – B	No
St of the Golden Lantern/Del Prado Ave	0.764 – N/A – C	0.718 – N/A – C	0.769 – N/A – C	0.724 – N/A – C	No
Island Wy/Dana Point Harbor Dr	N/A – 15.7 – C	N/A – 17.9 – C	N/A – 15.7 – C	N/A – 17.9 – C	No
Casitas Pl/Dana Point Harbor Dr	N/A – 15.4 – C	N/A – 17.9 – C	N/A – 15.4 – C	N/A – 17.9 – C	No
St of the Golden Lantern/Dana Point Harbor Dr	0.712 – N/A – C	0.749 – N/A – C	0.810 – N/A – D	0.855 – N/A – D	No
Puerto Pl/Dana Point Harbor Dr	N/A – 20.4 – C	N/A – 31.4 – D	N/A – 31.2 – D	<b>177.9 – N/A – F</b>	Yes
St of the Park Lantern/Dana Point Harbor Dr	0.400 – N/A – A	0.487 – N/A – A	0.450 – N/A – A	0.543 – N/A – A	No
Del Obispo St/Stonehill Dr	0.764 – N/A – C	0.724 – N/A – C	0.771 – N/A – C	0.734 – N/A – C	No
Del Obispo St/Pacific Coast Hwy	<b>0.941 – N/A – E</b>	0.867 – N/A – D	<b>1.007 – N/A – F</b>	<b>0.946 – N/A – E</b>	Yes
Doheny Park Plaza/Pacific Coast Hwy	0.829 – N/A – D	0.839 – N/A – D	0.871 – N/A – D	0.887 – N/A – D	No
Camino Capistrano/Stonehill Dr	<b>1.093 – N/A – F</b>	<b>1.066 – N/A – F</b>	<b>1.093 – N/A – F</b>	<b>1.066 – N/A – F</b>	No
I-5 SB Off-Ramp/SR-1	0.317 – N/A – A	0.357 – N/A – A	0.335 – N/A – A	0.391 – N/A – A	No
I-5 NB Ramps/SR-1	0.221 – N/A – A	0.250 – N/A – A	0.239 – N/A – A	0.274 – N/A – A	No

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 23, with the addition of project-generated trips, the following study intersections are forecast to operate at a deficient LOS for forecast buildout year 2030 with commercial core project weekend conditions according to performance criteria:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only);
- Del Obispo Street/Pacific Coast Highway (both noon and p.m. peak hour); and
- Camino Capistrano/Stonehill Drive (both noon and p.m. peak hour).

As also shown in Table 23, based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the following two study intersections for forecast buildout year 2030 with commercial core project weekend conditions:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only); and
- Del Obispo Street/Pacific Coast Highway (both noon and p.m. peak hour).

## Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions Recommended Mitigation Measures

To reduce project impacts to a level considered less than significant, the following mitigation measures are recommended:

- **Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.
- **Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.

It is assumed that for forecast buildout year 2030 with commercial core project weekend conditions, due to higher traffic volumes at all movements, the Puerto Place/Dana Point Harbor Drive intersection will satisfy *MUTCD* signal warrants as it satisfied for forecast year 2012 with commercial core project weekend conditions. Exhibit 28 shows mitigated forecast buildout year 2030 with commercial core project conditions geometry.

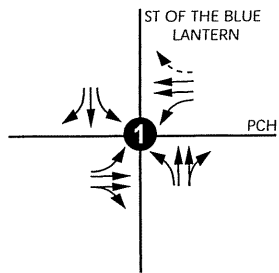
Table 24 summarizes forecast buildout year 2030 with commercial core project weekend noon peak hour and p.m. peak hour LOS at the Puerto Place/Dana Point Harbor Drive and Del Obispo Street/Pacific Coast Highway intersections assuming implementation of the recommended mitigation measures; detailed LOS analysis sheets are contained in Appendix B.

**Table 24**  
**Mitigated Forecast Buildout Year 2030 With Commercial Core**  
**Project Weekend Conditions Noon/PM Peak Hour Intersection LOS**

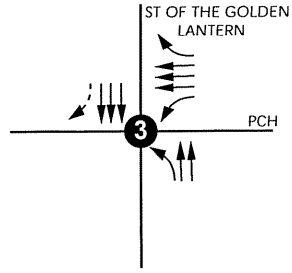
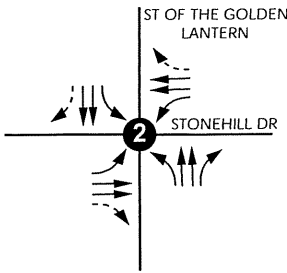
Study Intersection	Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions		Mitigated Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Puerto Pl/Dana Point Harbor Dr	N/A – 31.2 – D	<b>175.5</b> – N/A – F	0.431 – N/A – A	0.567 – N/A – A	No
Del Obispo St/Pacific Coast Hwy	<b>1.006</b> – N/A – F	<b>0.945</b> – N/A – E	0.822 – N/A – D	0.788 – N/A – C	No

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

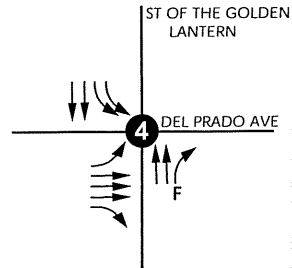
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



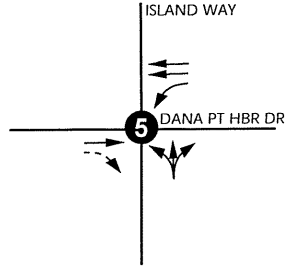
STREET OF THE GOLDEN LANTERN/ STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



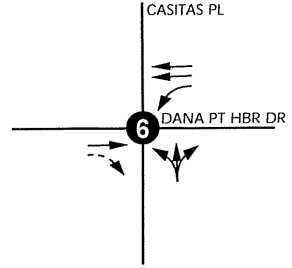
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



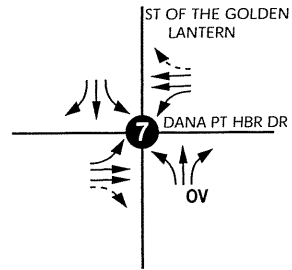
ISLAND WAY/  
DANA POINT HARBOR DRIVE



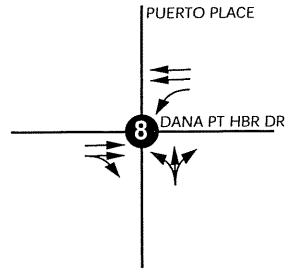
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



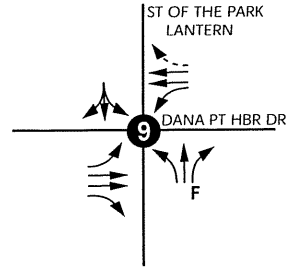
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



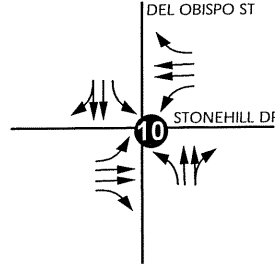
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



DEL OBISPO STREET/  
STONEHILL DRIVE

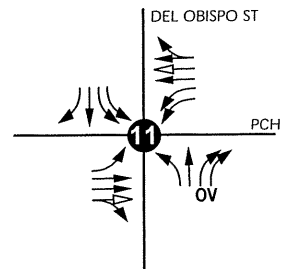


Not to Scale

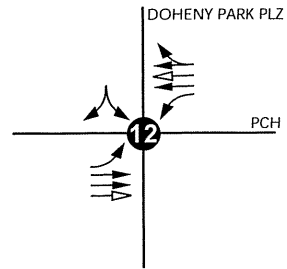
LEGEND:

- ← Improved Lane
- Existing Lane
- F Free-Right Turn Lane
- Defacto Right Turn Lane
- ov Overlap Right Turn Lane

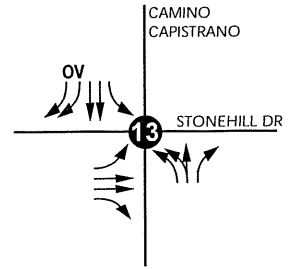
DEL OBISPO STREET/  
PACIFIC COAST HIGHWAY



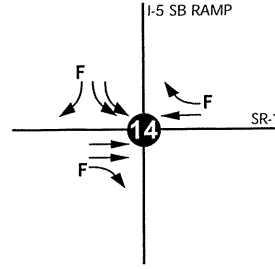
DOHENY PARK PLAZA/  
PACIFIC COAST HIGHWAY



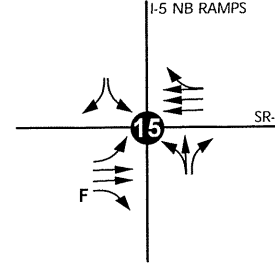
CAMINO CAPISTRANO/  
STONEHILL DRIVE



I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMP/  
SR-1



## Forecast Buildout Year 2030 With Commercial Core Project Mitigated Study Intersection Geometry

As shown in Table 24, no significant impacts are forecast to occur assuming implementation of the recommended mitigation measures.

### **FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT CONDITIONS**

Forecast buildout year 2030 with harborwide project traffic volumes were derived by adding net trips generated by the entire harborwide project to forecast buildout year 2030 without project traffic volumes.

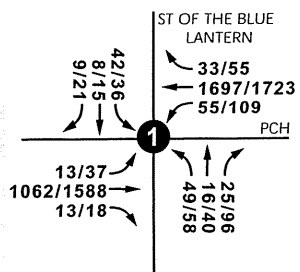
Exhibits 29 and 30 show forecast buildout year 2030 with harborwide project weekday a.m. peak hour and p.m. peak hour volumes and forecast buildout year 2030 with harborwide project weekend noon peak hour and p.m. peak hour volumes at the study intersections, respectively.

It should be noted that forecast buildout year 2030 with harborwide project conditions assume City of Dana Point planned transportation improvements at the Camino Capistrano/Stonehill Drive intersection and the Del Obispo Street/Pacific Coast Highway intersection, as well as mitigation measures identified in forecast buildout year 2030 with commercial core project conditions.

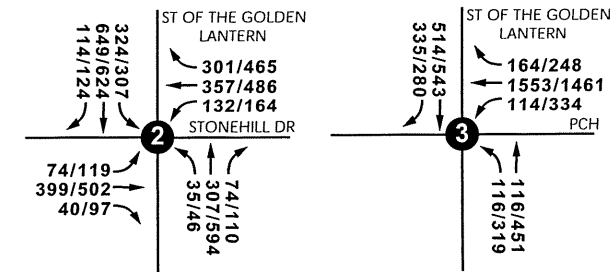
### **Forecast Buildout Year 2030 With Harborwide Project Weekday Conditions Intersection Peak Hour LOS**

Table 25 summarizes forecast buildout year 2030 with harborwide project weekday a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

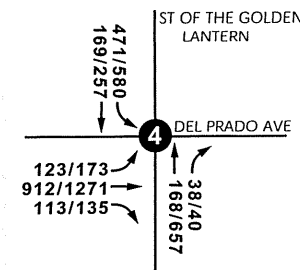
STREET OF THE BLUE LANTERN/  
PACIFIC COAST HIGHWAY



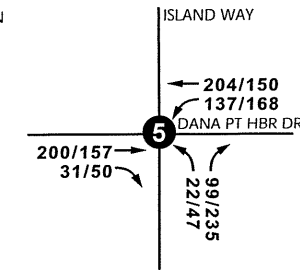
STREET OF THE GOLDEN LANTERN/ STREET OF THE GOLDEN LANTERN/  
STONEHILL DRIVE



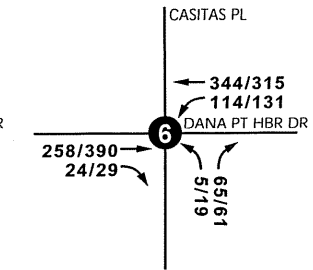
STREET OF THE GOLDEN LANTERN/  
DEL PRADO AVENUE



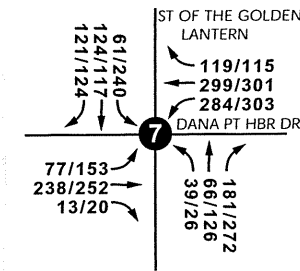
ISLAND WAY/  
DANA POINT HARBOR DRIVE



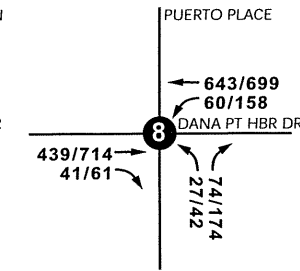
CASITAS PLACE/  
DANA POINT HARBOR DRIVE



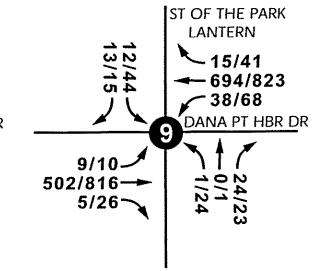
STREET OF THE GOLDEN LANTERN/  
DANA POINT HARBOR DRIVE



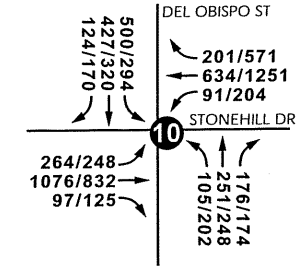
PUERTO PLACE/  
DANA POINT HARBOR DRIVE



STREET OF THE PARK LANTERN/  
DANA POINT HARBOR DRIVE



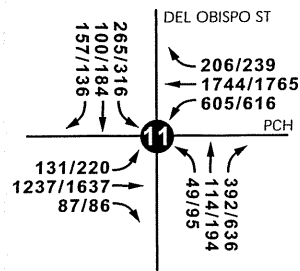
DEL OBISPO STREET/  
STONEHILL DRIVE



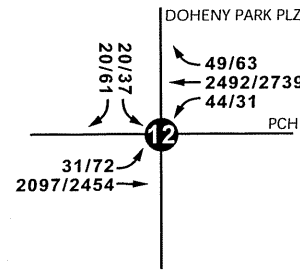
Not to Scale

Key:  
XX/XX AM/PM Peak Hour Volumes

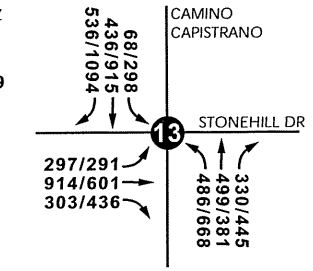
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PACIFIC COAST HIGHWAY



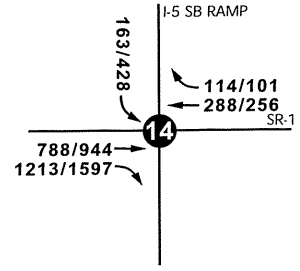
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PACIFIC COAST HIGHWAY



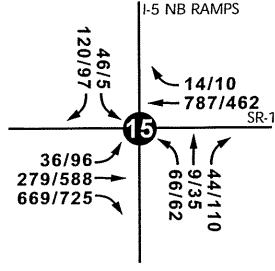
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STONEHILL DRIVE



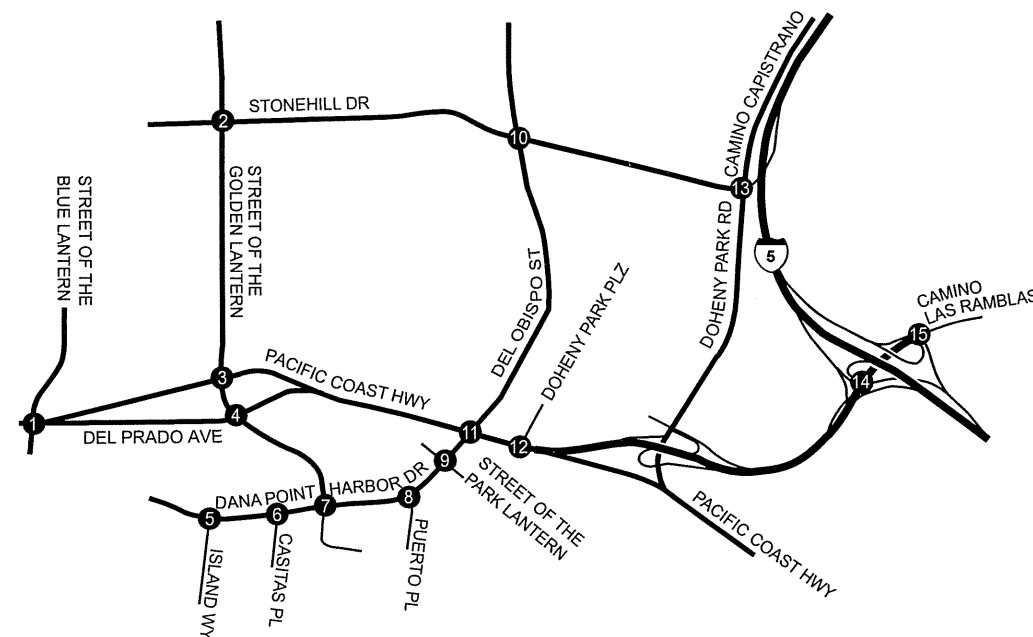
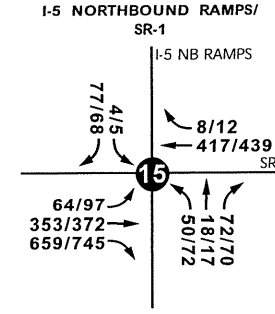
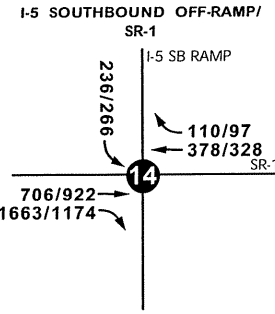
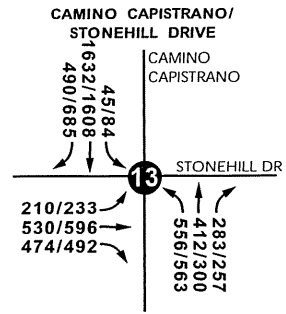
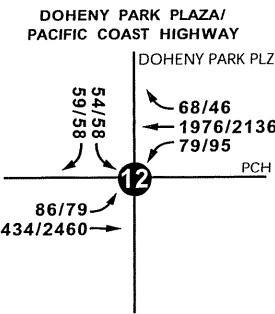
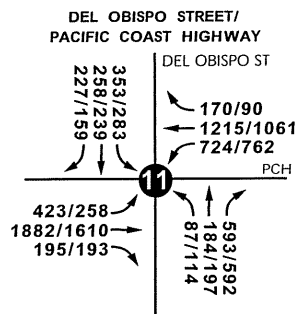
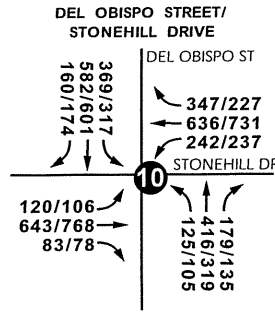
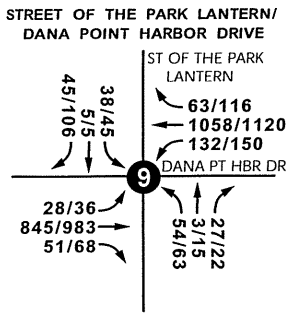
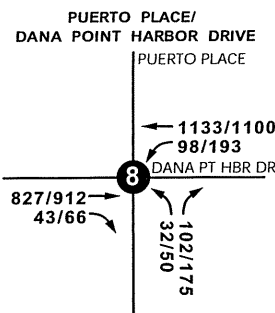
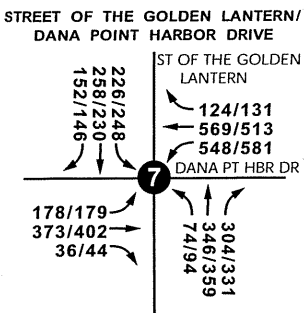
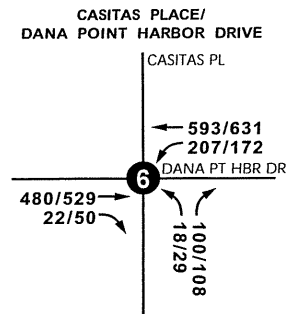
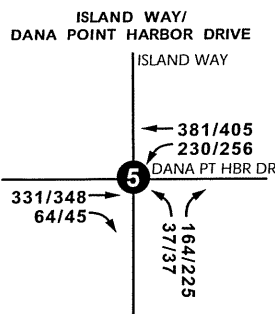
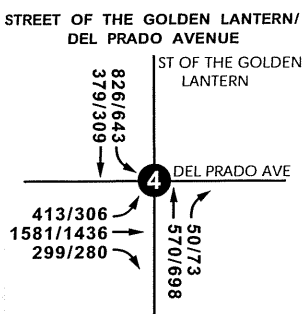
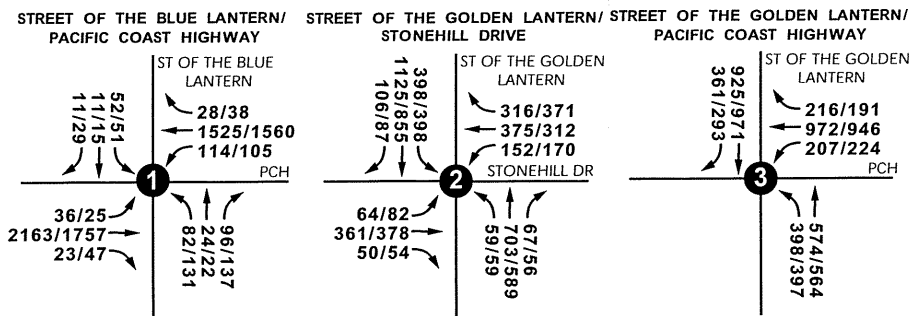
I-5 SOUTHBOUND OFF-RAMP/  
SR-1



I-5 NORTHBOUND RAMPS/  
SR-1



# Forecast Buildout Year 2030 With Harborwide Project Weekday AM/PM Peak Hour Intersection Volumes



Not to Scale

Key:  
XX/XX Noon/PM Peak Hour Volumes

## Forecast Buildout Year 2030 With Harborwide Project Weekend Noon/PM Peak Hour Intersection Volumes

**Table 25**  
**Forecast Buildout Year 2030 With Harborwide Project**  
**Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekday Conditions		Forecast Buildout Year 2030 With Harborwide Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Blue Lantern/Pacific Coast Hwy	0.588 – N/A – A	0.659 – N/A – B	0.591 – N/A – A	0.664 – N/A – B	No
St of the Golden Lantern/Stonehill Dr	0.548 – N/A – A	0.745 – N/A – C	0.551 – N/A – A	0.749 – N/A – C	No
St of the Golden Lantern/Pacific Coast Hwy	0.614 – N/A – B	0.681 – N/A – B	0.620 – N/A – B	0.689 – N/A – B	No
St of the Golden Lantern/Del Prado Ave	0.410 – N/A – A	0.655 – N/A – B	0.417 – N/A – A	0.663 – N/A – B	No
Island Wy/Dana Point Harbor Dr	N/A – 10.8 – B	N/A – 12.2 – B	N/A – 10.9 – B	N/A – 12.5 – B	No
Casitas Pl/Dana Point Harbor Dr	N/A – 10.3 – B	N/A – 12.8 – B	N/A – 10.4 – B	N/A – 13.0 – B	No
St of the Golden Lantern/Dana Point Harbor Dr	0.281 – N/A – A	0.420 – N/A – A	0.383 – N/A – A	0.518 – N/A – A	No
Puerto Pl/Dana Point Harbor Dr	N/A – 11.3 – B	N/A – 15.4 – C	0.298 – N/A – A	0.498 – N/A – A	No
St of the Park Lantern/Dana Point Harbor Dr	0.193 – N/A – A	0.310 – N/A – A	0.266 – N/A – A	0.379 – N/A – A	No
Del Obispo St/Stonehill Dr	0.831 – N/A – D	0.850 – N/A – D	0.840 – N/A – D	0.861 – N/A – D	No
Del Obispo St/Pacific Coast Hwy	0.826 – N/A – D	<b>0.954 – N/A – E</b>	0.654 – N/A – B	0.779 – N/A – C	No
Doheny Park Plaza/Pacific Coast Hwy	0.771 – N/A – C	0.895 – N/A – D	0.590 – N/A – A	0.700 – N/A – B	No
Camino Capistrano/Stonehill Dr	0.734 – N/A – C	0.885 – N/A – D	0.741 – N/A – C	0.885 – N/A – D	No
I-5 SB Off-Ramp/SR-1	0.293 – N/A – A	0.411 – N/A – A	0.330 – N/A – A	0.453 – N/A – A	No
I-5 NB Ramps/SR-1	0.314 – N/A – A	0.288 – N/A – A	0.338 – N/A – A	0.316 – N/A – A	No

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 25, with the addition of project-generated trips as well as assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekday conditions, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) for forecast buildout year 2030 with harborwide project weekday conditions according to performance criteria.

As also shown in Table 25, based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast buildout year 2030 with harborwide project weekday conditions (assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekday conditions).

### **Forecast Buildout Year 2030 With Harborwide Project Weekend Conditions Intersection Peak Hour LOS**

Table 26 summarizes forecast buildout year 2030 with harborwide project weekend noon peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



**Table 26**  
**Forecast Buildout Year 2030 With Harborwide Project**  
**Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekend Conditions		Forecast Buildout Year 2030 With Harborwide Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Blue Lantern/Pacific Coast Hwy	0.843 – N/A – D	0.748 – N/A – C	0.847 – N/A – D	0.753 – N/A – C	No
St of the Golden Lantern/Stonehill Dr	0.711 – N/A – C	0.720 – N/A – C	0.715 – N/A – C	0.724 – N/A – C	No
St of the Golden Lantern/Pacific Coast Hwy	0.680 – N/A – B	0.649 – N/A – B	0.687 – N/A – B	0.660 – N/A – B	No
St of the Golden Lantern/Del Prado Ave	0.764 – N/A – C	0.718 – N/A – C	0.770 – N/A – C	0.726 – N/A – C	No
Island Wy/Dana Point Harbor Dr	N/A – 15.7 – C	N/A – 17.9 – C	N/A – 16.2 – C	N/A – 18.6 – C	No
Casitas Pl/Dana Point Harbor Dr	N/A – 15.4 – C	N/A – 17.9 – C	N/A – 16.3 – C	N/A – 19.4 – C	No
St of the Golden Lantern/Dana Point Harbor Dr	0.712 – N/A – C	0.749 – N/A – C	0.818 – N/A – D	0.867 – N/A – D	No
Puerto Pl/Dana Point Harbor Dr	N/A – 20.4 – C	<b>N/A – 31.4 – D</b>	0.462 – N/A – A	0.584 – N/A – A	No
St of the Park Lantern/Dana Point Harbor Dr	0.400 – N/A – A	0.487 – N/A – A	0.460 – N/A – A	0.556 – N/A – A	No
Del Obispo St/Stonehill Dr	0.764 – N/A – C	0.724 – N/A – C	0.773 – N/A – C	0.735 – N/A – C	No
Del Obispo St/Pacific Coast Hwy	<b>0.941 – N/A – E</b>	0.867 – N/A – D	0.844 – N/A – D	0.797 – N/A – C	No
Doheny Park Plaza/Pacific Coast Hwy	0.829 – N/A – D	0.839 – N/A – D	0.640 – N/A – B	0.656 – N/A – B	No
Camino Capistrano/Stonehill Dr	<b>1.093 – N/A – F</b>	<b>1.066 – N/A – F</b>	<b>1.093 – N/A – F</b>	<b>1.066 – N/A – F</b>	No
I-5 SB Off-Ramp/SR-1	0.317 – N/A – A	0.357 – N/A – A	0.341 – N/A – A	0.399 – N/A – A	No
I-5 NB Ramps/SR-1	0.221 – N/A – A	0.250 – N/A – A	0.245 – N/A – A	0.278 – N/A – A	No

**Note:** N/A = Not Applicable; deficient intersection operation shown in **bold**.

As shown in Table 26, with the addition of project-generated trips as well as assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekend conditions, the Camino Capistrano/Stonehill Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 with harborwide project weekend conditions during both the noon peak hour and p.m. peak hour according to performance criteria.

As also shown in Table 26, based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast buildout year 2030 with harborwide project weekend conditions (assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekend conditions).

## **ORANGE COUNTY CONGESTION MANAGEMENT PROGRAM**

The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use and air quality planning programs throughout the County. The program is consistent with that of the Southern California Association of Governments (SCAG). The CMP program requires review of significant individual projects, which might on their own impact the CMP transportation system.

## CMP Study Area

According to the CMP (Orange County Transportation Authority [OCTA], 2001), proposed developments, which meet the following criteria, shall be evaluated:

- Projects with the potential to create an impact of more than three percent of LOS "E" capacity on CMP Highway system links; and
- Projects that have direct access to a CMP link and generate 1,600 or more daily trips.

Based on the OCTA CMP study area thresholds, the following intersections are included in the CMP study area:

- Street of the Golden Lantern/Pacific Coast Highway; and
- Street of the Golden Lantern/Del Prado Avenue.

## CMP Thresholds of Significance

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

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by more than ten percent of capacity ( $V/C > 0.10$ ), causing or worsening LOS F ( $V/C > 1.00$ ).

## CMP INTERSECTION ANALYSIS

### Forecast Year 2012 With Commercial Core Project Weekday Conditions CMP Intersection Peak Hour LOS

Table 27 summarizes the a.m. peak hour and p.m. peak hour LOS of the CMP study intersections; detailed LOS sheets are contained in Appendix B.

**Table 27**  
**Forecast Year 2012 With Commercial Core Project**  
**Weekday Conditions AM/PM Peak Hour CMP Intersection LOS**

Study Intersection	Forecast Year 2012 Without Project Weekday Conditions		Forecast Year 2012 With Commercial Core Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Golden Lantern/Pacific Coast Hwy	0.523 – N/A – A	0.582 – N/A – A	0.528 – N/A – A	0.588 – N/A – A	No
St of the Golden Lantern/Del Prado Ave	0.352 – N/A – A	0.558 – N/A – A	0.358 – N/A – A	0.564 – N/A – A	No

Note: N/A = Not Applicable.

As shown in Table 27, based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast year 2012 with commercial core project weekday conditions.

### **Forecast Year 2012 With Commercial Core Project Weekend Conditions CMP Intersection Peak Hour LOS**

Table 28 summarizes the noon peak hour and p.m. peak hour LOS of the CMP study intersections; detailed LOS sheets are contained in Appendix B.

**Table 28**  
**Forecast Year 2012 With Commercial Core Project**  
**Weekend Conditions Noon/PM Peak Hour CMP Intersection LOS**

Study Intersection	Forecast Year 2012 Without Project Weekend Conditions		Forecast Year 2012 With Commercial Core Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Golden Lantern/Pacific Coast Hwy	0.579 – N/A – A	0.553 – N/A – A	0.584 – N/A – A	0.563 – N/A – A	No
St of the Golden Lantern/Del Prado Ave	0.648 – N/A – B	0.611 – N/A – B	0.653 – N/A – B	0.617 – N/A – B	No

**Note:** N/A = Not Applicable.

As shown in Table 28, based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast year 2012 with commercial core project weekend conditions.

### **Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions CMP Intersection Peak Hour LOS**

Table 29 summarizes the a.m. peak hour and p.m. peak hour LOS of the CMP study intersections; detailed LOS sheets are contained in Appendix B.

**Table 29**  
**Forecast Buildout Year 2030 With Commercial Core Project**  
**Weekday Conditions AM/PM Peak Hour CMP Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekday Conditions		Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Golden Lantern/Pacific Coast Hwy	0.614 – N/A – B	0.681 – N/A – B	0.619 – N/A – B	0.688 – N/A – B	No
St of the Golden Lantern/Del Prado Ave	0.410 – N/A – A	0.655 – N/A – B	0.416 – N/A – A	0.662 – N/A – B	No

**Note:** N/A = Not Applicable.

As shown in Table 29, based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast buildout year 2030 with commercial core project weekday conditions.

### Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions CMP Intersection Peak Hour LOS

Table 30 summarizes the noon peak hour and p.m. peak hour LOS of the CMP study intersections; detailed LOS sheets are contained in Appendix B.

**Table 30**  
**Forecast Buildout Year 2030 With Commercial Core Project**  
**Weekend Conditions Noon/PM Peak Hour CMP Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekend Conditions		Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Golden Lantern/Pacific Coast Hwy	0.680 – N/A – B	0.649 – N/A – B	0.686 – N/A – B	0.658 – N/A – B	No
St of the Golden Lantern/Del Prado Ave	0.764 – N/A – C	0.718 – N/A – C	0.769 – N/A – C	0.724 – N/A – C	No

**Note:** N/A = Not Applicable.

As shown in Table 30, based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast buildout year 2030 with commercial core project weekend conditions.

### Forecast Buildout Year 2030 With Harborwide Project Weekday Conditions CMP Intersection Peak Hour LOS

Table 31 summarizes the a.m. peak hour and p.m. peak hour LOS of the CMP study intersections; detailed LOS sheets are contained in Appendix B.

**Table 31**  
**Forecast Buildout Year 2030 With Harborwide Project**  
**Weekday Conditions AM/PM Peak Hour CMP Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekday Conditions		Forecast Buildout Year 2030 With Harborwide Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Golden Lantern/Pacific Coast Hwy	0.614 – N/A – B	0.681 – N/A – B	0.620 – N/A – B	0.689 – N/A – B	No
St of the Golden Lantern/Del Prado Ave	0.410 – N/A – A	0.655 – N/A – B	0.417 – N/A – A	0.663 – N/A – B	No

**Note:** N/A = Not Applicable.

As shown in Table 31, based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast buildout year 2030 with harborwide project weekday conditions.

## Forecast Buildout Year 2030 With Harborwide Project Weekend Conditions CMP Intersection Peak Hour LOS

Table 32 summarizes the noon peak hour and p.m. peak hour LOS of the CMP study intersections; detailed LOS sheets are contained in Appendix B.

**Table 32**  
**Forecast Buildout Year 2030 With Harborwide Project**  
**Weekend Conditions Noon/PM Peak Hour CMP Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekend Conditions		Forecast Buildout Year 2030 With Harborwide Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	V/C – Delay – LOS	V/C – Delay - LOS	V/C – Delay - LOS	V/C – Delay - LOS	
St of the Golden Lantern/Pacific Coast Hwy	0.680 – N/A – B	0.649 – N/A – B	0.687 – N/A – B	0.660 – N/A – B	No
St of the Golden Lantern/Del Prado Ave	0.764 – N/A – C	0.718 – N/A – C	0.770 – N/A – C	0.726 – N/A – C	No

Note: N/A = Not Applicable.

As shown in Table 32, based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast buildout year 2030 with harborwide project weekend conditions.

## STATE HIGHWAY IMPACT ANALYSIS

The purpose of the State of California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies is to provide a safe and efficient State transportation system, provide consistency and uniformity in the identification of traffic impacts generated by local land use proposals, and consistency and equity in the identification of measures to mitigate the traffic impacts generated by land use proposals. The Caltrans traffic studies guide requires review of individual projects, which might on their own impact the CMP transportation system.

### State Highway Freeway Ramp Intersection Analysis

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

- I-5 Southbound Off-Ramp/SR-1; and
- I-5 Northbound Ramps/SR-1.

### Analysis Methodology

Caltrans advocates the use of Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of signalized and unsignalized intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS

A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 33.

**Table 33**  
**LOS & Delay Ranges**

LOS	Delay (in seconds)	
	Signalized Intersections	Unsignalized Intersections
<b>A</b>	$\leq 10.0$	$\leq 10.0$
<b>B</b>	$> 10.0$ to $< 20.0$	$> 10.0$ to $< 15.0$
<b>C</b>	$> 20.0$ to $< 35.0$	$> 15.0$ to $< 25.0$
<b>D</b>	$> 35.0$ to $< 55.0$	$> 25.0$ to $< 35.0$
<b>E</b>	$> 55.0$ to $< 80.0$	$> 35.0$ to $< 50.0$
<b>F</b>	$> 80.0$	$> 50.0$

**Source:** Transportation Research Board, *Highway Capacity Manual*, HCM2000 Edition (Washington D.C., 2000).

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled movement.

The Caltrans goal for peak hour intersection operation is LOS C or better.

### Existing Weekday Conditions

Table 34 summarizes existing weekday a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 34**  
**State Highway Existing Weekday Conditions**  
**AM/PM Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS
I-5 SB Off-Ramp/SR-1	9.4 – A	16.1 – B
I-5 NB Ramps/SR-1	10.5 – B	10.0 – A

As shown in Table 34, the State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for weekday conditions.

## Existing Weekend Conditions

Table 35 summarizes existing weekend noon peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 35**  
**State Highway Existing Weekend Conditions**  
**Noon/PM Peak Hour Intersection LOS**

Study Intersection	Noon Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS
I-5 SB Off-Ramp/SR-1	12.4 – B	12.5 – B
I-5 NB Ramps/SR-1	10.1 – B	9.3 – A

As shown in Table 35, the State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for weekend conditions.

## Forecast Buildout Year 2030 Without Project Weekday Conditions

Table 36 summarizes forecast buildout year 2030 without project weekday a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 36**  
**State Highway Forecast Buildout Year 2030**  
**Without Project Weekday Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay - LOS	Delay - LOS
I-5 SB Off-Ramp/SR-1	9.7 – A	17.1 – B
I-5 NB Ramps/SR-1	10.8 – B	10.4 – B

As shown in Table 36, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast buildout year 2030 without project weekday conditions.

## Forecast Buildout Year 2030 Without Project Weekend Conditions

Table 37 summarizes forecast buildout year 2030 without project weekend noon peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 37**  
**State Highway Forecast Buildout Year 2030**  
**Without Project Weekend Conditions Noon/PM Peak Hour Intersection LOS**

Study Intersection	Noon Peak Hour	PM Peak Hour
	Delay - LOS	Delay – LOS
I-5 SB Off-Ramp/SR-1	12.9 – B	13.0 – B
I-5 NB Ramps/SR-1	10.4 – B	9.7 – A

As shown in Table 37, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast buildout year 2030 without project weekend conditions.

#### **Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions**

Table 38 summarizes forecast buildout year 2030 with commercial core project weekday a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 38**  
**State Highway Forecast Buildout Year 2030 With**  
**Commercial Core Project Weekday Conditions Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekday Conditions		Forecast Buildout Year 2030 With Commercial Core Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay - LOS	Delay – LOS	
I-5 SB Off-Ramp/SR-1	9.7 – A	17.1 – B	8.9 – A	16.7 – B	No
I-5 NB Ramps/SR-1	10.8 – B	10.4 – B	11.2 – A	10.9 – B	No

As shown in Table 38, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast buildout year 2030 with commercial core project weekday conditions.

#### **Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions**

Table 39 summarizes forecast buildout year 2030 with commercial core project weekend noon peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix B.



**Table 39**  
**State Highway Forecast Buildout Year 2030 With**  
**Commercial Core Project Weekend Conditions Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekend Conditions		Forecast Buildout Year 2030 With Commercial Core Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS	
I-5 SB Off-Ramp/SR-1	12.9 – B	13.0 – B	12.4 – B	12.2 – B	No
I-5 NB Ramps/SR-1	10.4 – B	9.7 – A	10.8 – B	11.2 – B	No

As shown in Table 39, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast buildout year 2030 with commercial core project weekend conditions.

#### **Forecast Buildout Year 2030 With Harborwide Project Weekday Conditions**

Table 40 summarizes forecast buildout year 2030 with harborwide project weekday a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 40**  
**State Highway Forecast Buildout Year 2030 With**  
**Harborwide Project Weekday Conditions Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekday Conditions		Forecast Buildout Year 2030 With Harborwide Project Weekday Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS	
I-5 SB Off-Ramp/SR-1	9.7 – A	17.1 – B	8.9 – A	16.7 – A	No
I-5 NB Ramps/SR-1	10.8 – B	10.4 – B	11.2 – B	10.9 – A	No

As shown in Table 40, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for forecast buildout year 2030 with harborwide project weekday conditions.

#### **Forecast Buildout Year 2030 With Harborwide Project Weekend Conditions**

Table 41 summarizes forecast buildout year 2030 with harborwide project weekend noon peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix B.

**Table 41**  
**State Highway Forecast Buildout Year 2030 With**  
**Harborwide Project Weekend Conditions Peak Hour Intersection LOS**

Study Intersection	Forecast Buildout Year 2030 Without Project Weekend Conditions		Forecast Buildout Year 2030 With Harborwide Project Weekend Conditions		Significant Impact?
	Noon Peak Hour	PM Peak Hour	Noon Peak Hour	PM Peak Hour	
	Delay - LOS	Delay - LOS	Delay - LOS	Delay - LOS	
I-5 SB Off-Ramp/SR-1	12.9 – B	13.0 – B	12.4 – B	12.2 – B	No
I-5 NB Ramps/SR-1	10.4 – B	9.7 – A	10.8 – B	11.2 – B	No

As shown in Table 41, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for forecast buildout year 2030 with harborwide project weekend conditions.

### State Highway Freeway Segment Analysis

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

- I-5 South of Pacific Coast Highway (SR-1);
- I-5 Between Pacific Coast Highway (SR-1) and Camino Capistrano On-Ramp; and
- I-5 North of Camino Capistrano On-Ramp.

### Analysis Methodology

Caltrans advocates the use of Highway Capacity Manual (HCM) analysis methodology to analyze the operation of freeway segments. HCM analysis methodology describes the operation of a basic freeway segment using a range of LOS from LOS A to LOS F based on corresponding density (passenger cars/mile/lane) shown in Table 42.

**Table 42**  
**LOS & Density Ranges for Basic Freeway Segments**

LOS	Density (pc/mi/ln)
A	≤ 11
B	11.01 - 18
C	18.01 - 26
D	26.01 - 35
E	35.01 - 45

**Note:** pc/mi/ln = passenger cars per mile per lane.

The Caltrans goal for basic freeway segment operation is LOS C or better.

## Existing Conditions

Existing freeway volumes were obtained from *Caltrans*.

Table 43 summarizes existing peak hour LOS of the State Highway freeway segments; detailed HCM analysis sheets are contained in Appendix B.

**Table 43**  
**State Highway Existing Conditions**  
**Peak Hour Study Segment LOS**

Study Freeway Segment	Peak Hour
	Density - LOS
I-5 South of Pacific Coast Hwy (SR-1)	<b>28.5 – D</b>
I-5 Between Pacific Coast Hwy (SR-1) and Camino Capistrano On-Ramp	<b>28.3 – D</b>
I-5 North of Camino Capistrano On-Ramp	<b>29.5 – D</b>

**Note:** Density = passenger cars per mile per lane; deficient segment operation shown in **bold**.

As shown in Table 43, the state highway freeway segments are currently operating at a deficient LOS (LOS D or worse) according to Caltrans performance criteria.

## Forecast Buildout Year 2030 Without Project Conditions

Forecast buildout year 2030 without project freeway volumes were obtained from *Orange County Transportation Authority (OCTA)*.

Table 44 summarizes forecast buildout year 2030 without project peak hour LOS of the State Highway freeway segments; detailed HCM analysis sheets are contained in Appendix B.

**Table 44**  
**State Highway Forecast Buildout Year 2030**  
**Without Project Conditions Peak Hour Study Segment LOS**

Study Freeway Segment	Peak Hour
	Density - LOS
I-5 South of Pacific Coast Hwy (SR-1)	<b>OVRFL – F</b>
I-5 Between Pacific Coast Hwy (SR-1) and Camino Capistrano On-Ramp	<b>OVRFL – F</b>
I-5 North of Camino Capistrano On-Ramp	<b>OVRFL – F</b>

**Note:** Density = passenger cars per mile per lane; deficient segment operation shown in **bold**.  
OVRFL = Density exceeds calculation of software program.

As shown in Table 44, the state highway freeway segments are forecast to continue to operate at a deficient LOS (LOS D or worse) according to Caltrans performance criteria for forecast buildout year 2030 without project conditions.

## Forecast Buildout Year 2030 With Harborwide Project Project Conditions

Forecast buildout year 2030 with harborwide project freeway volumes were derived by adding trips generated by the entire harborwide project to forecast buildout year 2030 without project freeway volumes.

Table 45 summarizes forecast buildout year 2030 with harborwide project peak hour LOS of the State Highway freeway segments; detailed HCM analysis sheets are contained in Appendix B.

**Table 45**  
**State Highway Forecast Buildout Year 2030**  
**With Harborwide Project Conditions Peak Hour Segment LOS**

Study Freeway Segment	Forecast Buildout Year 2030 Without Project Conditions	Forecast Buildout Year 2030 With Harborwide Project Conditions	Significant Impact?
	Peak Hour	Peak Hour	
	Density - LOS	Density - LOS	
I-5 South of PCH (SR-1)	<b>OVRFL – F</b>	<b>OVRFL – F</b>	No
I-5 Between PCH (SR-1) and Camino Capistrano On-Ramp	<b>OVRFL – F</b>	<b>OVRFL – F</b>	No
I-5 North of Camino Capistrano On-Ramp	<b>OVRFL – F</b>	<b>OVRFL – F</b>	No

**Note:** Density = passenger cars per mile per lane; deficient segment operation shown in **bold**.  
OVRFL = Density exceeds calculation of software program.

As shown in Table 45, with the addition of project-generated trips, the State Highway freeway segments are forecast to continue to operate at a deficient LOS (LOS D or worse) for forecast buildout year 2030 with harborwide project conditions.

Since project-generated trips increase background freeway volumes by approximately less than one percent, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway freeway segments for forecast buildout year 2030 with harborwide project conditions.

## ON-SITE QUEUING ANALYSIS

This section evaluates forecast queue spillback on the project site at two stop-controlled project access intersections and two signalized project access intersections for forecast buildout year 2030 with harborwide project conditions. The queuing analysis is based on the Highway Capacity Manual methodology.

This section assumes the Puerto Place/Dana Point Harbor intersection signalization mitigation measure as identified in forecast buildout year 2030 with commercial core project conditions.

Table 46 shows forecast on-site queue spillback conditions at the four project access intersections for forecast buildout year 2030 with harborwide project conditions; detailed queue spillback analysis sheets are provided in Appendix D.

**Table 46**  
**Forecast Buildout Year 2030 With Harborwide Project Conditions On-Site Queuing**

Movement	Storage Provided (ft)	Weekday Highest Peak Hour Queue Length (ft)	Weekend Highest Peak Hour Queue Length (ft)
Island Way/Dana Point Harbor Drive			
NB Island Way Left/Right-turn lane	150	46 (p.m. peak hour)	84 (p.m. peak hour)
WB Dana Pt Harbor Dr Left-turn pocket	297	11 (p.m. peak hour)	21 (p.m. peak hour)
Casitas Place/Dana Point Harbor Drive			
NB Casitas Place Left/Right-turn lane	277	15 (p.m. peak hour)	48 (p.m. peak hour)
WB Dana Pt Harbor Dr Left-turn pocket	160	10 (p.m. peak hour)	18 (noon peak hour)
Street of the Golden Lantern/Dana Point Harbor Drive			
NB St of the Golden Lantern Left-turn pocket	80	85 (a.m. peak hour)	170 (p.m. peak hour)
NB St of the Golden Lantern Right-turn pocket	87	253 (p.m. peak hour)	238 (p.m. peak hour)
WB Dana Pt Harbor Dr Left-turn pocket	170	375 (p.m. peak hour)	890 (p.m. peak hour)
Puerto Place/Dana Point Harbor Drive			
NB Puerto Place Left/Right-turn lane	375	293 (p.m. peak hour)	335 (p.m. peak hour)
WB Dana Pt Harbor Dr Left-turn pocket	176	250 (p.m. peak hour)	313 (p.m. peak hour)

Note: N/A = Not Applicable.

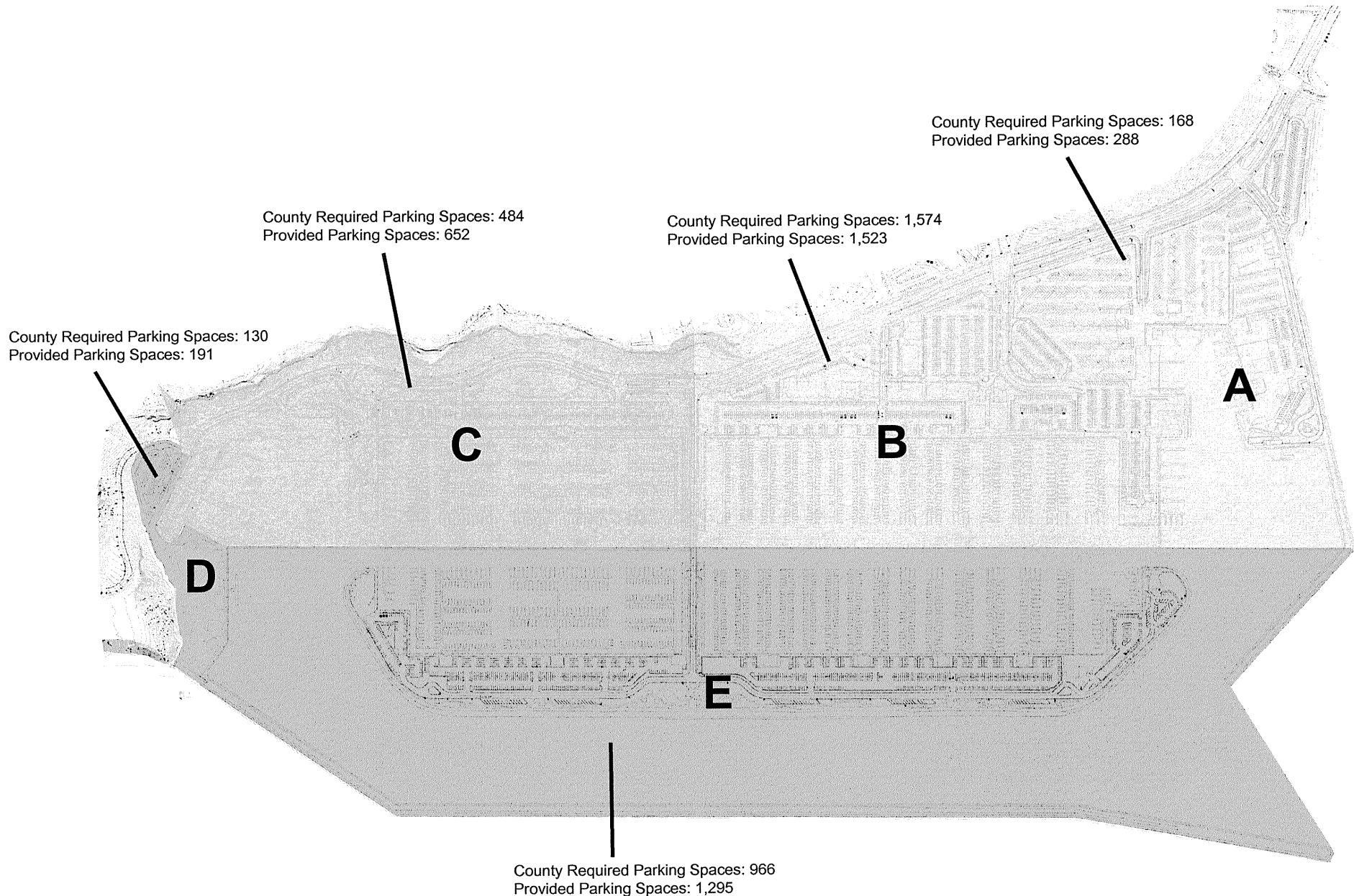
## PARKING ANALYSIS

A parking analysis was prepared to determine whether the parking provided on the site satisfies the City of Dana Point and County of Orange parking code requirements based on existing land uses and future proposed land uses.

### Existing Conditions

Exhibit 31 shows the existing parking requirements and existing parking provided based County of Orange parking codes.

Table 47 summarizes the on-site parking requirement for existing land uses based on City of Dana Point parking requirements.



Not to Scale



## Existing Parking Spaces Required/Provided

**Table 47**  
**Dana Point Harbor Existing Parking (City of Dana Point Parking Code)**

Zone	Planning Area	Description	Land Use	Parking Requirement	Size	Required Spaces	Provided Spaces
A	1	Surface Boat Storage	Boat Use <sup>1</sup>	0.25 per boat	516 boat spaces	129	
	1	Recreational Boat Slips (from PA 11)	Boat Use <sup>2</sup>	0.6 per boat slip	32 slips	19	
	1	Offices/Boater Lounge	Office	1 per 300 sf of gfa	5,600 sf	19	
	1	BSB X	Office	1 per 300 sf of gfa	2,500 sf	8	
	1	Boat Yard Building	General Manufacturing	1 per 400 sf of gfa	2,500 sf	6	
	1	County Maintenance Yard Building – Office	Office	1 per 300 sf of gfa	1,800 sf	6	
	TOTAL					187	288
B	2	Recreational Boat Slips (from PA 10)	Boat Use <sup>2</sup>	0.6 per boat slip	757 slips	454	
	2	BSB 1	Office	1 per 300 sf of gfa	2,000 sf	7	
	2	Catalina Terminal Building		Measured Use	1,000 sf	160	
	2	Retail/Restaurant – Retail Component	Retail	1 per 300 sf of gfa	26,600 sf	89	
	2	Retail/Restaurant – Restaurant Component	Restaurant	1 per 100sf. up to 4,000 sf, plus 1 per each 50 sf above 4,000 sf	61,500 sf	826	
	3	Hotel	Hotel	1 per guest unit	136 rooms	136	
	3	BSB 3	Office	1 per 300 sf of gfa	1,800 sf	6	
	3	BSB 4	Office	1 per 300 sf of gfa	2,500 sf	8	
	TOTAL					1,686	1,523
C	5	Recreational Boat Slips (from PA 9)	Boat Use <sup>2</sup>	0.6 per boat slip	526 slips	316	
	5	Youth and Group Facility	Union Halls, Lodges, Clubs	1 per 50 sf of gfa	11,000 sf	220	
	5	BSB A	Office	1 per 300 sf of gfa	1,800 sf	6	
	5	BSB B	Office	1 per 300 sf of gfa	1,800 sf	6	
	5	BSB C	Office	1 per 300 sf of gfa	1,800 sf	6	
	TOTAL					554	652
D	6	Ocean Institute	Art Gallery/Museum	1 per 250 sf of gfa	32,000 sf	128	
	TOTAL					128	191
E	9 & 10	Recreational Boat Slips (from PA 9 & 10)	Boat Use <sup>2</sup>	0.6 per boat slip	1,161 slips	697	
	9 & 10	Commercial Boat Slips	Boat Use <sup>2</sup>	2 per boat slip	15 slips	30	
	4	Harbor Patrol Building	Office	1 per 300 sf of gfa	6,000 sf	20	
	4	Beach House Restaurant	Restaurant	1 per 100sf. up to 4,000 sf, plus 1 per each 50 sf above 4,000 sf	10,000 sf	160	
	4	BSB D – Dana West Yacht Club	Yacht Club & Storage <sup>1</sup>	4 per 1,000 sf	3,600 sf	14	
	4	BSB E	Office	1 per 300 sf of gfa	1,800 sf	6	
	4	BSB F	Office	1 per 300 sf of gfa	1,800 sf	6	
	4	BSB 5	Office	1 per 300 sf of gfa	2,000 sf	7	
	4	BSB 6	Office	1 per 300 sf of gfa	1,800 sf	6	
	4	BSB 7	Office	1 per 300 sf of gfa	1,800 sf	6	
	4	BSB 8	Office	1 per 300 sf of gfa	1,800 sf	6	
	4	Dana Point Yacht Club	Yacht Club & Storage <sup>1</sup>	4 per 1,000 sf	12,400 sf	50	

			TOTAL	1,008	1,295
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Note: BSB = Boater Service Building; gsf = gross floor area

<sup>1</sup> Rates based on City of Los Angeles Planning and Zoning Code, Section 12.21, 9/13/2000 revision and California Department of Boating & Waterways standards

<sup>2</sup> Rates based on California Department of Boating & Waterways standards

As shown in Table 47, the existing site is parked to code based on City of Dana Point parking requirements, with the exception of Parking Zone B.

Table 48 summarizes the on-site parking requirement for existing land uses based on County of Orange parking requirements as shown in Exhibit 31.

**Table 48**  
**Dana Point Harbor Existing Parking (County of Orange Parking Code)**

Zone	Planning Area	Description	Land Use	Parking Requirement	Size	Required Spaces	Provided Spaces
A	1	Surface Boat Storage	Boat Use <sup>1</sup>	0.25 per boat	516 boat spaces	129	
	1	Recreational Boat Slips (from PA 11)	Boat Use <sup>3</sup>	0.6 per boat slip	32 slips	9	
	1	Offices/Boater Lounge	Office	1 per 250 sf of gfa	5,600 sf	22	
	1	BSB X	Office	1 per 250 sf of gfa	2,500 sf	10	
	1	Boat Yard Building	Motor vehicle Sales & Auto Repair	1 per 400 sf of gfa	2,500 sf	6	
	1	County Maintenance Yard Building – Office	Office	1 per 250 sf of gfa	1,800 sf	7	
	TOTAL					183	288
B	2	Recreational Boat Slips (from PA 10)	Boat Use <sup>3</sup>	0.6 per boat slip	757 slips	454	
	2	BSB 1	Office	1 per 250 sf of gfa	2,000 sf	8	
	2	Catalina Terminal Building		Measured Use	1,000 sf	160	
	2	Retail/Restaurant – Retail Component	Retail	1 per 200 sf of gfa	26,600 sf	133	
	2	Retail/Restaurant – Restaurant Component	Restaurant	1 per 100sf. up to 4,000 sf plus 1 per each 80 sf above 4,000 sf	61,500 sf	666	
	3	Hotel	Hotel	1 per guest unit	136 rooms	136	
	3	BSB 3	Office	1 per 250 sf of gfa	1,800 sf	7	
	3	BSB 4	Office	1 per 250 sf of gfa	2,500 sf	10	
	TOTAL					1,574	1,523
C	5	Recreational Boat Slips (from PA 9)	Boat Use <sup>3</sup>	0.6 per boat slip	526 Slips	316	
	5	Youth and Group Facility	Union Halls, Lodges, Clubs	1 per 75 sf of gfa	11,000 sf	147	
	5	BSB A	Office	1 per 250 sf of gfa	1,800 sf	7	
	5	BSB B	Office	1 per 250 sf of gfa	1,800 sf	7	
	5	BSB C	Office	1 per 250 sf of gfa	1,800 sf	7	
	TOTAL					484	652
D	6	Ocean Institute <sup>2</sup>				130	
	TOTAL					130	191
E	9 & 10	Recreational Boat Slips (from PA 9 & 10)	Boat Use <sup>3</sup>	0.6 per boat slip	1,161 slips	697	
	9 & 10	Commercial Boat Slips	Boat Use <sup>3</sup>	2 per boat slip	15 slips	30	
	4	Harbor Patrol Building	Office	1 per 250 sf of gfa	6,000 sf	24	
	4	Beach House Restaurant	Restaurant	1 per 100sf. up to 4,000 sf,	10,000 sf	115	



				plus 1 per each 80 sf above 4,000 sf			
4	BSB D – Dana West Yacht Club	Yacht Club & Storage <sup>1</sup>	4 per 1,000 sf	3,600 sf	14		
4	BSB E	Office	1 per 250 sf of gfa	1,800 sf	7		
4	BSB F	Office	1 per 250 sf of gfa	1,800 sf	7		
4	BSB 5	Office	1 per 250 sf of gfa	2,000 sf	8		
4	BSB 6	Office	1 per 250 sf of gfa	1,800 sf	7		
4	BSB 7	Office	1 per 250 sf of gfa	1,800 sf	7		
4	BSB 8	Office	1 per 250 sf of gfa	1,800 sf	7		
4	Dana Point Yacht Club	Yacht Club & Storage <sup>1</sup>	4 per 1,000 sf	12,400 sf	50		
TOTAL					973	1,295	

Note: BSB = Boater Service Building; sf = square feet; gfa = gross floor area

<sup>1</sup> Rates based on City of Los Angeles Planning and Zoning Code, Section 12.21, 9/13/2000 revision and California Department of Boating & Waterways standards

<sup>2</sup> Total number of parking spaces required based on Traffic and Parking Study for the Orange County Marine Institute Expansion (January 27, 2000)

<sup>3</sup> Rates based on California Department of Boating & Waterways Standards

As shown in Table 48, the existing site is parked to code based on County of Orange parking requirements, with the exception of Parking Zone B.

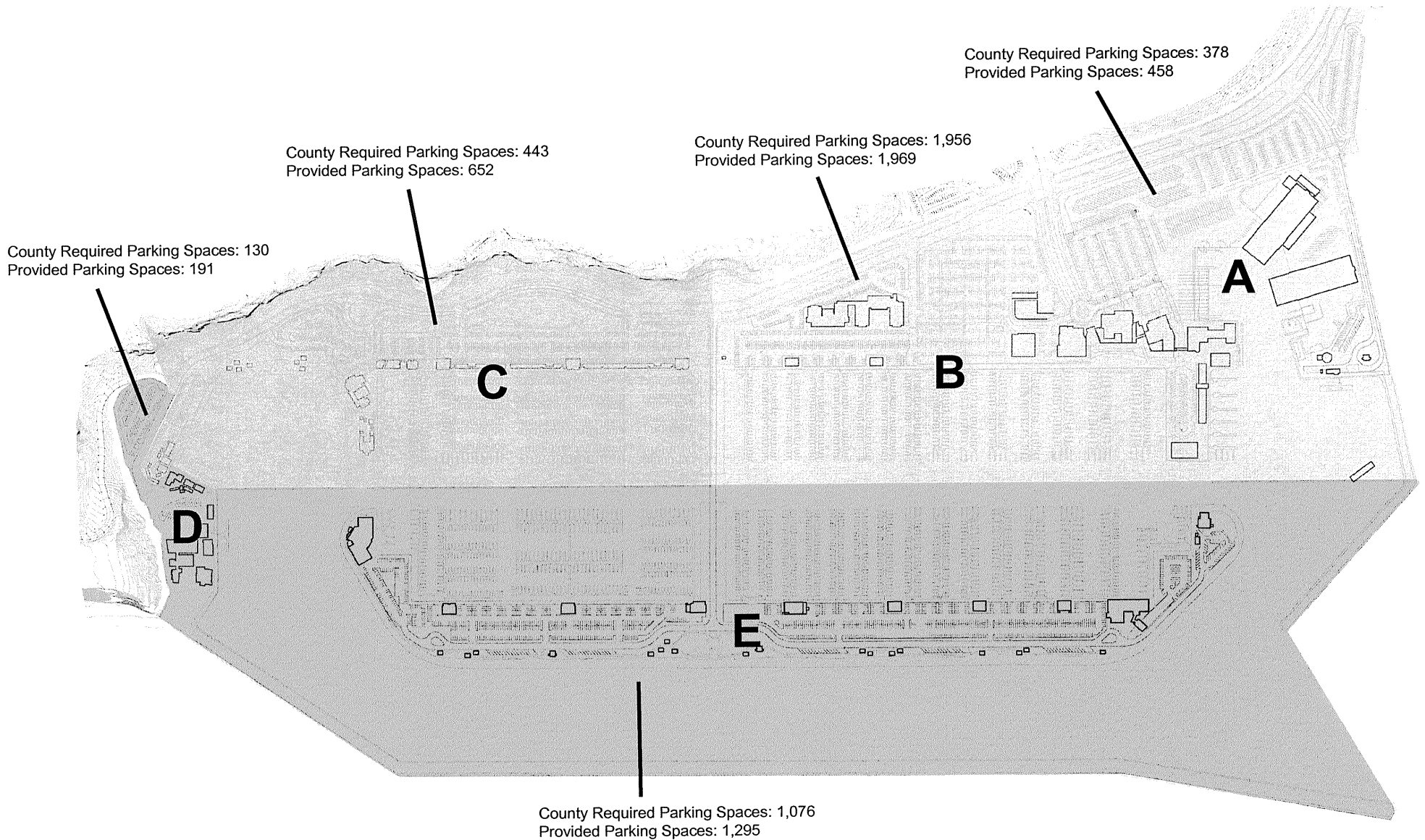
### Forecast Buildout Year 2030 With Harborwide Project Conditions

Exhibit 32 shows the forecast buildout year 2030 with harborwide project parking requirements and proposed parking provided based on County of Orange parking codes at the five parking zones.

Table 49 summarizes the on-site parking requirement for proposed land uses based on City of Dana Point parking requirements.

**Table 49**  
**Dana Point Harbor Proposed Project Parking (City of Dana Point Parking Code)**

Zone	Planning Area	Description	Land Use	Parking Requirement	Size	Required Spaces	Provided Spaces
A	1	Surface Boat Storage	Boat Use <sup>1</sup>	0.25 per boat	93 boat spaces	23	
	1	Recreational Boat Slips (from PA 11)	Boat Use <sup>2</sup>	0.6 per boat slip	15 slips	9	
	1	Dry Stack Boat Storage	Boat Use <sup>2</sup>	0.33 per boat	800 boat spaces	264	
	1	Offices/Boater Lounge	Office	1 per 300 sf of gfa	5,600 sf	19	
	1	New Marine Retail Store	Retail	1 per 300 sf of gfa	9,100 sf	30	
	1	Boat Yard Building	General Manufacturing	1 per 400 sf of gfa	2,500 sf	6	
	1	Lighthouse Facility - Museum	Art Gallery/Museum	1 per 250 sf of gfa	2,500 sf	10	
TOTAL						361	458
B	2	Recreational Boat Slips (from PA 10)	Boat Use <sup>2</sup>	0.6 per boat slip	534 slips	320	
	2	BSB 1	Office	1 per 300 sf of gfa	6,800 sf	23	
	2	Catalina Terminal Building <sup>3</sup>		Measured Use	1,000 sf	160	
	2	Retail/Restaurant – Retail Component	Retail	1 per 300 sf of gfa	32,800 sf	109	
	2	Retail/Restaurant – Restaurant Component	Restaurant	1 per 100sf, up to 4,000 sf, plus 1 per each 50 sf above 4,000 sf	91,000 sf	1,322	
	3	Hotel	Hotel	1 per guest unit	220	220	



Not to Scale



## Forecast Buildout Year 2030 With Harborwide Project Parking Spaces Required/Provided

	3	Hotel Restaurant	Restaurant	1 per 100sf. up to 4,000 sf, plus 1 per each 50 sf above 4,000 sf	rooms 2,750 sf	28	
	3	BSB 3	Office	1 per 300 sf of gfa	3,300 sf	11	
	3	BSB 4	Office	1 per 300 sf of gfa	3,500 sf	12	
	TOTAL					2,205	1,969
C	5	Recreational Boat Slips (from PA 9)	Boat Use <sup>2</sup>	0.6 per boat slip	305 slips	183	
	5	Youth and Group Facility	Union Halls, Lodges, Clubs	1 per 50 sf of gfa	17,000 sf	340	
	5	BSB A	Office	1 per 300 sf of gfa	2,800 sf	9	
	5	BSB B	Office	1 per 300 sf of gfa	2,800 sf	9	
	5	BSB C	Office	1 per 300 sf of gfa	2,800 sf	9	
	TOTAL					550	652
D	6	Ocean Institute	Art Gallery/Museum	1 per 250 sf of gfa	32,000 sf	128	
	TOTAL					128	191
E	9 & 10	Recreational Boat Slips (from PA 9 & 10)	Boat Use <sup>2</sup>	0.6 per boat slip	1,061 slips	637	
	9 & 10	Recreational Boat Slips - Channel Side Ties (from PA 9 & 10)	Boat Use <sup>2</sup>	0.6 per boat slip	58 slips (from 2,300 ft)	21	
	9 & 10	Commercial Boat Slips	Boat Use <sup>2</sup>	2 per boat slip	15 slips	30	
	4	Harbor Patrol Building	Office	1 per 300 sf of gfa	7,500 sf	25	
	4	Beach House Restaurant	Restaurant	1 per 100sf. up to 4,000 sf, plus 1 per each 50 sf above 4,000 sf	15,000 sf	260	
	4	BSB D – Dana West Yacht Club	Yacht Club & Storage <sup>1</sup>	4 per 1,000 sf	8,600 sf	34	
	4	BSB E	Office	1 per 300 sf of gfa	2,800 sf	9	
	4	BSB F	Office	1 per 300 sf of gfa	2,800 sf	9	
	4	BSB 5	Office	1 per 300 sf of gfa	3,300 sf	11	
	4	BSB 6	Office	1 per 300 sf of gfa	3,300 sf	11	
	4	BSB 7	Office	1 per 300 sf of gfa	3,300 sf	11	
	4	BSB 8	Office	1 per 300 sf of gfa	3,300 sf	11	
	4	Dana Point Yacht Club	Yacht Club & Storage <sup>1</sup>	4 per 1,000 sf	18,000 sf	72	
	TOTAL					1,141	1,295

Note: BSB = Boater Service Building; sf = square feet; gsf = gross floor area

<sup>1</sup> Rates based on City of Los Angeles Planning and Zoning Code, Section 12.21, 9/13/2000 revision and California Department of Boating & Waterways standards

<sup>2</sup> Rates based on California Department of Boating & Waterways standards

<sup>3</sup> Current summertime peak hour operations

Table 50 summarizes the on-site parking requirement for proposed land uses based on County of Orange parking requirements as shown in Exhibit 32.

**Table 50**  
**Dana Point Harbor Proposed Project Parking (County of Orange Parking Code)**

Zone	Planning Area	Description	Land Use	Parking Requirement	Size	Required Spaces	Provided Spaces
A	1	Surface Boat Storage	Boat Use <sup>1</sup>	0.25 per boat	93 boat spaces	23	
	1	Recreational Boat Slips (from PA 11)	Boat Use <sup>4</sup>	0.6 per boat slip	15 slips	9	
	1	Dry Stack Boat Storage	Boat Use <sup>4</sup>	0.33 per boat	800 boat spaces	264	
	1	Offices/Boater Lounge	Office	1 per 250 sf of gfa	5,600 sf	22	
	1	New Marine Retail Store	Retail	1 per 200 sf of gfa	9,100 sf	46	
	1	Boat Yard Building	Motor vehicle Sales & Auto Repair	1 per 400 sf of gfa	2,500 sf	6	
	1	Lighthouse Facility – Museum	Library	1 per 300 sf of gfa	2,500 sf	8	
	TOTAL					378	458
B	2	Recreational Boat Slips (from PA 10)	Boat Use <sup>4</sup>	0.6 per boat slip	534 slips	320	
	2	BSB 1	Office	1 per 250 sf of gfa	6,800 sf	27	
	2	Catalina Terminal Building <sup>3</sup>		Measured Use	1,000 sf	160	
	2	Retail/Restaurant – Retail Component	Retail	1 per 200 sf of gfa	32,800 sf	164	
	2	Retail/Restaurant – Restaurant Component	Restaurant	1 per 100sf. up to 4,000 sf, plus 1 per each 80 sf above 4,000 sf	91,000 sf	1,010	
	3	Hotel	Hotel	1 per guest unit	220 rooms	220	
	3	Hotel Restaurant	Restaurant	1 per 100sf. up to 4,000 sf, plus 1 per each 80 sf above 4,000 sf	2,750 sf	28	
	3	BSB 3	Office	1 per 250 sf of gfa	3,300 sf	13	
	3	BSB 4	Office	1 per 250 sf of gfa	3,500 sf	14	
	TOTAL					1,956	1,969
C	5	Recreational Boat Slips (from PA 9)	Boat Use <sup>4</sup>	0.6 per boat slip	305 slips	183	
	5	Youth and Group Facility	Union Halls, Lodges, Clubs	1 per 75 sf of gfa	17,000 s.f.	227	
	5	BSB A	Office	1 per 250 sf of gfa	2,800 s.f.	11	
	5	BSB B	Office	1 per 250 sf of gfa	2,800	11	
	5	BSB C	Office	1 per 250 sf of gfa	2,800	11	
	TOTAL					443	671
D	6	Ocean Institute <sup>2</sup>				130	
	TOTAL					130	191
E	9 & 10	Recreational Boat Slips (from PA 9 & 10)	Boat Use <sup>4</sup>	0.6 per boat slip	1,061 slips	637	
	9 & 10	Recreational Boat Slips - Channel Side Ties (from PA 9 & 10)	Boat Use <sup>4</sup>	0.6 per boat slip	58 slips (from 2,300 ft)	21	
	9 & 10	Commercial Boat Slips	Boat Use <sup>4</sup>	2 per boat slip	15 slips	30	
	4	Harbor Patrol Building	Office	1 per 250 sf of gfa	7,500 sf	30	
	4	Beach House Restaurant	Restaurant	1 per 100sf. up to 4,000 sf, plus 1 per each 80 sf above 4,000 sf	15,000 sf	178	
	4	BSB D – Dana West Yacht Club	Yacht Club & Storage <sup>1</sup>	4 per 1,000 sf	8,600 sf	34	
	4	BSB E	Office	1 per 250 sf of gfa	2,800 sf	11	
	4	BSB F	Office	1 per 250 sf of gfa	2,800 sf	11	
	4	BSB 5	Office	1 per 250 sf of gfa	3,300 sf	13	
	4	BSB 6	Office	1 per 250 sf of gfa	3,300 sf	13	

	4	BSB 7	Office	1 per 250 sf of gfa	3,300 sf	13	
	4	BSB 8	Office	1 per 250 sf of gfa	3,300 sf	13	
	4	Dana Point Yacht Club	Yacht Club & Storage <sup>1</sup>	4 per 1,000 sf	18,000 sf	72	
					TOTAL	1,076	1,295

Note: BSB = Boater Service Building; sf = square feet; gfa = gross floor area

<sup>1</sup> Rates based on City of Los Angeles Planning and Zoning Code, Section 12.21, 9/13/2000 revision and California Department of Boating & Waterways standards

<sup>2</sup> Total number of parking spaces required based on Traffic and Parking Study for the Orange County Marine Institute Expansion (January 27, 2000)

<sup>3</sup> Current summertime peak hour operations

<sup>4</sup> Rates based on California Department of Boating & Waterways Standards

As shown in Table 50, the proposed project site is parked to code based on County of Orange parking requirements for forecast buildout year 2030 with harborwide project conditions.

It should be noted since on-street parallel parking is provided on both sides of Dana Point Harbor Drive in the project vicinity, it is recommended signage be installed to discourage motorists parking on the north side of Dana Point Harbor Drive from jaywalking across Dana Point Harbor Drive; the signage should direct pedestrians to cross Dana Point Harbor Drive at the designated crosswalks.

## MITIGATION MEASURES

The following mitigation measures are recommended to reduce project traffic impacts to a level considered less than significant:

### Forecast Year 2012 With Commercial Core Project Conditions

**Mitigation Measure No. 1: Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.

### Forecast Buildout Year 2030 With Commercial Core Project Conditions

**Mitigation Measure No. 2: Puerto Place/Dana Point Harbor Drive** – Refer to Mitigation Measure No. 1

**Mitigation Measure No. 3: Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial

Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.

**Mitigation Measure No. 4: Doheny Park Plaza/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the widening of the eastbound Pacific Coast Highway approach from one left-turn lane and two through lanes to consist of one left-turn lane and three through lanes; and to widen the westbound Pacific Coast Highway approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

## CONCLUSIONS

The study intersections are currently operating at an acceptable LOS (LOS D or better) for weekday and weekend conditions according to performance criteria.

The proposed commercial core component of the project site is forecast to generate approximately 6,429 additional trips which includes approximately 391 additional a.m. peak hour trips and approximately 494 additional p.m. peak hour trips.

The entire proposed harborwide site is forecast to generate approximately 7,003 additional trips which includes approximately 502 additional a.m. peak hour trips and approximately 577 additional p.m. peak hour trips.

With the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to performance criteria for existing plus commercial core project weekday conditions, as well as existing plus harborwide project weekday conditions.

With the addition of project-generated trips, the Puerto Place/Dana Point Harbor Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) according to performance criteria for existing plus commercial core project weekend conditions, as well as existing plus harborwide project weekend conditions during the p.m. peak hour.

The study intersections are forecast to operate at an acceptable LOS (LOS D or better) for forecast year 2012 without project weekday conditions according to performance criteria.

The Camino Capistrano/Stonehill Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast year 2012 without project weekend conditions according to performance criteria during the noon peak hour only.

With the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for forecast year 2012 with commercial core project weekday conditions according to performance criteria.

Based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast year 2012 with commercial core project weekday conditions.

With the addition of project-generated trips, the following two study intersections are forecast to operate at a deficient LOS (LOS E or worse) for forecast year 2012 with commercial core project weekend conditions according to performance criteria:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only); and
- Camino Capistrano/Stonehill Drive (noon peak hour only).

Based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the Puerto Place/Dana Point Harbor Drive intersection in the p.m. peak hour for forecast year 2012 with commercial core project weekend conditions.

To reduce project impacts to a level considered less than significant, the following mitigation measure is recommended:

- **Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.

A *Manual on Uniform Traffic Control Devices (MUTCD)* signal warrant analysis was prepared to determine if signalization is warranted at the Puerto Place/Dana Point Harbor Drive.

The *Interruption of Continuous Traffic* signal warrant is satisfied for the Puerto Place/Dana Point Harbor Drive intersection for forecast year 2012 with commercial core project weekend conditions.

The Del Obispo Street/Pacific Coast Highway intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 without project weekday conditions according to performance criteria during the p.m. peak hour.

The following study intersections are forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 without project weekend conditions according to performance criteria:

- Del Obispo Street/Pacific Coast Highway (noon peak hour only); and
- Camino Capistrano/Stonehill Drive (both noon and p.m. peak hour).

With the addition of project-generated trips, the following study intersections are forecast to operate at a deficient LOS for forecast buildout year 2030 with commercial core project weekday conditions according to performance criteria:

- Del Obispo Street/Pacific Coast Highway (p.m. peak hour only); and
- Doheny Park Plaza/Pacific Coast Highway (p.m. peak hour only).

Based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the same two study intersections for forecast buildout year 2030 with commercial core project weekday conditions:

To reduce project impacts to a level considered less than significant, the following mitigation measures are recommended:

- **Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.
- **Doheny Park Plaza/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the widening of the eastbound Pacific Coast Highway approach from one left-turn lane and two through lanes to consist of one left-turn lane and three through lanes; and to widen the westbound Pacific Coast Highway approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.



With the addition of project-generated trips, the following study intersections are forecast to operate at a deficient LOS for forecast buildout year 2030 with commercial core project weekend conditions according to performance criteria:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only);
- Del Obispo Street/Pacific Coast Highway (both noon and p.m. peak hour); and
- Camino Capistrano/Stonehill Drive (both noon and p.m. peak hour).

Based on established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the following two study intersections for forecast buildout year 2030 with commercial core project weekend conditions:

- Puerto Place/Dana Point Harbor Drive (p.m. peak hour only); and
- Del Obispo Street/Pacific Coast Highway (both noon and p.m. peak hour).

To reduce project impacts to a level considered less than significant, the following mitigation measures are recommended:

- **Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.
- **Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane. (*Same mitigation measure as weekday conditions*).

With the addition of project-generated trips as well as assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekday conditions, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) for forecast buildout year 2030 with harborwide project weekday conditions according to performance criteria.

As also shown in Table 25, based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast buildout year 2030 with harborwide project weekday conditions (assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekday conditions).

With the addition of project-generated trips as well as assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekend conditions, the Camino Capistrano/Stonehill Drive intersection is forecast to operate at a deficient LOS (LOS E or worse) for forecast buildout year 2030 with harborwide project weekend conditions during both the noon peak hour and p.m. peak hour according to performance criteria.

As also shown in Table 26, based on established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast buildout year 2030 with harborwide project weekend conditions (assuming mitigation measures identified for forecast buildout year 2030 with commercial core project weekend conditions).

Based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast year 2012 with commercial core project weekday and weekend conditions.

Based on the OCTA CMP-established thresholds of significance, the addition of project-generated trips at the CMP study intersections is forecast to result in no significant impacts for forecast buildout year 2030 with commercial core project weekday and weekend conditions as well as forecast buildout year 2030 with harborwide project weekday and weekend conditions.

The State Highway study intersections are currently operating at and are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast buildout year 2030 without project weekday and weekend conditions.

The State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast buildout year 2030 with commercial core project weekday and weekend conditions as well as forecast buildout year 2030 with harborwide project weekday and weekend conditions.

The existing site is parked to code based on County of Orange parking requirements.

The proposed project site is parked to code based on County of Orange parking requirements.

It should be noted since on-street parallel parking is provided on both sides of Dana Point Harbor Drive in the project vicinity, it is recommended signage be installed to discourage motorists parking on the north side of Dana Point Harbor Drive from jaywalking across Dana Point Harbor Drive; the signage should direct pedestrians to cross Dana Point Harbor Drive at the designated crosswalks.

To reduce project traffic impacts to a level considered less than significant, the following mitigation measures are recommended:

#### **Forecast Year 2012 With Commercial Core Project Conditions**

**Mitigation Measure No. 1: Puerto Place/Dana Point Harbor Drive** – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Subdivision and Grading in consultation with the City of Dana Point Public Works Director.

#### **Forecast Buildout Year 2030 With Commercial Core Project Conditions**

**Mitigation Measure No. 2: Puerto Place/Dana Point Harbor Drive** – Refer to Mitigation Measure No. 1

**Mitigation Measure No. 3: Del Obispo Street/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the re-striping of the eastbound Pacific Coast Highway approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane; to widen the westbound Pacific Coast Highway approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.

**Mitigation Measure No. 4: Doheny Park Plaza/Pacific Coast Highway** – Prior to issuance of the first building permit with Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the widening of the eastbound Pacific Coast Highway approach from one left-turn lane and two through lanes to consist of one left-turn lane and three through lanes; and to widen the westbound Pacific Coast Highway approach

from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

## **APPENDIX A**

### **Existing Count Data**

## **Intersections**

## **Weekday Counts**

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Blue Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Hwy

DAY: WEDNESDAY

PROJECT# 05-1120-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	2	7	6	9	1	4	120	2	7	239	8	407
7:15 AM	0	2	2	7	2	2	2	126	0	6	244	10	403
7:30 AM	1	3	4	8	1	0	0	170	1	9	312	9	518
7:45 AM	6	4	2	7	1	0	1	201	2	7	332	5	568
8:00 AM	11	2	6	10	2	1	2	211	3	8	322	7	585
8:15 AM	17	3	4	8	0	2	2	205	4	11	325	5	586
8:30 AM	20	2	5	7	1	2	1	190	2	15	250	4	499
8:45 AM	10	2	7	7	1	1	1	187	2	18	264	6	506
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 67	NT 20	NR 37	SL 60	ST 17	SR 9	EL 13	ET 1410	ER 16	WL 81	WT 2288	WR 54	TOTAL 4072

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	35	12	16	33	4	3	5	787	10	35	1291	26	2257
PEAK HR. FACTOR:		0.656			0.769			0.928			0.983		0.963

CONTROL: Signalized



# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Blue Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Hwy

DAY: WEDNESDAY

PROJECT# 05-1120-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	8	15	7	2	2	4	299	4	18	317	10	692
4:15 PM	4	7	18	6	1	0	2	311	2	17	329	15	712
4:30 PM	10	7	20	7	4	1	6	305	2	20	318	8	708
4:45 PM	15	6	18	8	2	1	9	260	6	21	306	10	662
5:00 PM	11	4	17	9	2	1	2	267	2	19	276	18	628
5:15 PM	8	5	10	9	6	2	7	277	2	16	317	12	671
5:30 PM	7	7	10	8	7	2	4	251	4	11	270	11	592
5:45 PM	9	7	8	7	4	3	2	260	3	12	254	7	576
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	70	51	116	61	28	12	36	2230	25	134	2387	91	5241

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	35	28	71	28	9	4	21	1175	14	76	1270	43	2774
PEAK HR.													
FACTOR:		0.859			0.854			0.960			0.962		0.974

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Golden Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr

DAY: WEDNESDAY

PROJECT# 05-1120-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2.5	NR 0.5	SL 1	ST 2	SR 0.5	EL 1	ET 1.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	34	8	35	79	14	8	53	7	14	28	31	315
7:15 AM	4	39	7	40	85	15	10	68	7	16	36	32	359
7:30 AM	3	46	11	46	97	18	13	73	6	16	46	45	420
7:45 AM	4	52	13	57	115	21	15	66	8	28	61	53	493
8:00 AM	10	54	12	62	118	25	16	80	9	26	70	54	536
8:15 AM	6	60	18	65	133	20	11	84	6	23	76	65	567
8:30 AM	7	61	15	69	126	23	16	82	8	26	72	63	568
8:45 AM	3	53	12	70	100	13	9	66	3	15	45	50	439
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	41	399	96	444	853	149	98	572	54	164	434	393	3697

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	27	227	58	253	492	89	58	312	31	103	279	235	2164
PEAK HR. FACTOR:		0.929			0.956			0.946			0.941		0.952

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Golden Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr

DAY: WEDNESDAY

PROJECT# 05-1120-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2.5	NR 0.5	SL 1	ST 2	SR 0.5	EL 1	ET 1.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	99	13	45	92	22	16	83	8	23	82	71	559
4:15 PM	8	102	17	48	95	29	18	92	10	26	86	89	620
4:30 PM	10	108	18	67	100	30	22	102	13	26	97	97	690
4:45 PM	10	110	17	58	103	27	20	104	14	29	99	92	683
5:00 PM	9	104	22	63	109	22	23	96	17	36	91	83	675
5:15 PM	11	108	23	66	114	18	22	101	20	31	86	101	701
5:30 PM	6	124	24	53	141	30	28	91	25	32	104	87	745
5:45 PM	5	110	21	46	129	22	25	73	18	24	94	79	646
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 64	NT 865	NR 155	SL 446	ST 883	SR 200	EL 174	ET 742	ER 125	WL 227	WT 739	WR 699	TOTAL 5319
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PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	36	446	86	240	467	97	93	392	76	128	380	363	2804
PEAK HR. FACTOR:		0.922			0.897			0.974			0.976		0.941

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Golden Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Hwy

DAY: WEDNESDAY

PROJECT# 05-1120-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR	SL	ST 1	SR 2	EL	ET	ER	WL 1	WT 3	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	17	16			94	60				20	250	20	477
7:15 AM	20	18			89	77				18	266	27	515
7:30 AM	21	20			102	80				21	311	30	585
7:45 AM	18	21			108	60				30	311	31	579
8:00 AM	20	19			92	41				20	302	40	534
8:15 AM	26	30			76	30				18	260	50	490
8:30 AM	18	31			84	37				21	286	30	507
8:45 AM	15	48			94	45				29	262	25	518
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	155	203	0	0	739	430	0	0	0	177	2248	253	4205

AM Peak Hr Begins at: 715 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	79	78	0	0	391	258	0	0	0	89	1190	128	2213
PEAK HR.				SL	ST	SR				WL	WT	WR	TOTAL
FACTOR:	0.957			0.891			0.000			0.946			0.946

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Golden Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Hwy

DAY: WEDNESDAY

PROJECT# 05-1120-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR	SL	ST 1	SR 2	EL	ET	ER	WL 1	WT 3	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	56	90			111	60				60	260	46	683
4:15 PM	60	80			105	61				70	288	47	711
4:30 PM	67	87			106	50				71	289	50	720
4:45 PM	50	77			90	40				60	254	51	622
5:00 PM	59	100			98	46				45	264	40	652
5:15 PM	60	90			80	60				30	276	47	643
5:30 PM	50	80			70	50				42	266	50	608
5:45 PM	60	81			92	71				50	289	51	694
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	462	685	0	0	752	438	0	0	0	428	2186	382	5333

PM Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	233	334	0	0	412	211	0	0	0	261	1091	194	2736
PEAK HR. FACTOR:		0.920			0.911			0.000			0.943		0.950

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Golden Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Del Prado Ave

DAY: WEDNESDAY

PROJECT# 05-1120-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		25	5	78	25		10	125	15				283
7:15 AM		20	6	80	22		18	136	18				300
7:30 AM		21	7	88	29		15	150	20				330
7:45 AM		28	8	101	40		20	151	21				369
8:00 AM		30	9	110	30		21	170	20				390
8:15 AM		22	6	80	31		26	177	18				360
8:30 AM		30	7	77	20		25	189	16				364
8:45 AM		28	4	76	28		26	186	12				360
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	204	52	690	225	0	161	1284	140	0	0	0	2756

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	0	110	30	368	121	0	92	687	75	0	0	0	1483
PEAK HR. FACTOR:		0.897			0.867			0.928			0.000		0.951

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Golden Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Del Prado Ave

DAY: WEDNESDAY

PROJECT# 05-1120-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		79	7	91	30		50	239	25				521
4:15 PM		88	8	98	37		42	226	30				529
4:30 PM		136	6	111	40		40	208	31				572
4:45 PM		129	7	105	50		30	251	20				592
5:00 PM		130	10	120	48		37	240	18				603
5:15 PM		92	8	117	50		20	251	17				555
5:30 PM		65	15	108	51		29	236	20				524
5:45 PM		46	12	99	42		30	237	26				492
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	765	73	849	348	0	278	1888	187	0	0	0	4388

PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	0	487	31	453	188	0	127	950	86	0	0	0	2322
PEAK HR. FACTOR:		0.912			0.954			0.966			0.000		0.963

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Island Way

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5		8					22	4	17	43		99
7:15 AM	6		13					19	7	23	34		102
7:30 AM	4		10					18	7	25	32		96
7:45 AM	3		24					37	4	26	40		134
8:00 AM	2		20					62	2	26	45		157
8:15 AM	5		22					37	9	21	36		130
8:30 AM	7		9					22	9	16	33		96
8:45 AM	4		28					15	5	20	27		99
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	36	0	134	0	0	0	0	232	47	174	290	0	913

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	17	0	75	0	0	0	0	158	24	89	154	0	517
PEAK HR.													
FACTOR:		0.852			0.000			0.711			0.856		0.823

CONTROL:



# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Island Way

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4		42					29	11	31	35		152
4:15 PM	10		39					30	8	34	29		150
4:30 PM	9		47					31	9	26	28		150
4:45 PM	14		36					36	11	27	36		160
5:00 PM	12		39					37	8	30	25		151
5:15 PM	7		37					27	14	23	36		144
5:30 PM	5		36					27	8	24	42		142
5:45 PM	5		29					41	12	41	36		164
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	66	0	305	0	0	0	0	258	81	236	267	0	1213

PM Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	37	0	164	0	0	0	0	126	39	118	128	0	612
PEAK HR.													
FACTOR:	0.897			0.000			0.878			0.932			0.956

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Casitas Pl.

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	0					0	36	1	6	67		112
7:15 AM	1	1					1	37	2	5	59		106
7:30 AM	9	3					0	40	2	12	39		105
7:45 AM	3	2					0	42	5	7	56		115
8:00 AM	2	9					0	84	7	12	69		183
8:15 AM	0	3					0	47	3	5	58		116
8:30 AM	2	5					0	30	2	21	49		109
8:45 AM	0	8					0	40	7	15	69		139
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	19	31	0	0	0	0	1	356	29	83	466	0	985

AM Peak Hr Begins at: 800 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	4	25	0	0	0	0	0	201	19	53	245	0	547
PEAK HR. FACTOR:		0.659			0.000			0.604			0.887		0.747

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Casitas Pl.

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	6					0	70	3	12	65		160
4:15 PM	5	9					1	73	6	17	62		173
4:30 PM	3	4					0	88	4	20	64		183
4:45 PM	5	7					0	57	8	23	56		156
5:00 PM	2	5					1	70	5	18	62		163
5:15 PM	3	9					0	57	6	16	62		153
5:30 PM	3	9					0	65	3	12	71		163
5:45 PM	4	8					0	58	6	9	62		147
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	29	57	0	0	0	0	2	538	41	127	504	0	1298

PM Peak Hr Begins at: 415 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	15	25	0	0	0	0	2	288	23	78	244	0	675
PEAK HR. FACTOR:		0.714			0.000			0.851			0.958		0.922

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Golden Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	4	6	23	9	16	21	12	3	12	58	14	179
7:15 AM	2	8	4	14	4	19	9	27	2	8	43	9	149
7:30 AM	2	10	6	14	20	10	12	30	1	19	39	21	184
7:45 AM	5	8	13	19	12	25	9	32	4	26	33	23	209
8:00 AM	3	9	10	12	16	23	29	62	3	21	54	21	263
8:15 AM	4	9	9	17	24	20	12	36	2	24	37	23	217
8:30 AM	11	8	9	11	19	22	8	26	1	31	39	23	208
8:45 AM	12	13	12	5	23	24	9	38	3	29	50	22	240
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	40	69	69	115	127	159	109	263	19	170	353	156	1649

AM Peak Hr Begins at: 800 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	30	39	40	45	82	89	58	162	9	105	180	89	928
PEAK HR. FACTOR:		0.736			0.885			0.609			0.926		0.882

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Golden Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	20	43	69	25	27	26	41	6	29	49	25	366
4:15 PM	3	22	30	51	18	25	30	44	2	22	50	17	314
4:30 PM	4	27	24	33	15	22	31	49	3	27	58	23	316
4:45 PM	6	17	29	26	17	20	29	28	3	36	55	18	284
5:00 PM	8	20	35	31	23	22	24	37	5	49	51	16	321
5:15 PM	5	25	32	28	16	23	26	32	4	39	48	19	297
5:30 PM	3	28	28	34	20	29	29	30	5	32	52	24	314
5:45 PM	3	19	26	27	15	21	20	38	3	27	47	17	263
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	38	178	247	299	149	189	215	299	31	261	410	159	2475

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	19	86	126	179	75	94	116	162	14	114	212	83	1280
PEAK HR.													
FACTOR:		0.837			0.719			0.880			0.938		0.874

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Puerto Pl.

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1		0				37	1	2	81			122
7:15 AM	3		1				36	3	4	51			98
7:30 AM	5		3				44	9	5	72			138
7:45 AM	8		6				48	14	8	75			159
8:00 AM	5		5				80	9	6	78			183
8:15 AM	4		3				54	6	7	72			146
8:30 AM	5		7				38	7	6	85			148
8:45 AM	3		9				46	8	4	96			166
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	34	0	34	0	0	0	0	383	57	42	610	0	1160

AM Peak Hr Begins at: 800 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	17	0	24	0	0	0	0	218	30	23	331	0	643
PEAK HR.													
FACTOR:	0.854			0.000			0.697			0.885			0.878

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Puerto Pl.

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4		13					110	9	9	104		249
4:15 PM	6		19					104	12	14	87		242
4:30 PM	7		18					116	10	12	112		275
4:45 PM	9		21					106	8	8	97		249
5:00 PM	7		19					100	7	9	102		244
5:15 PM	6		15					92	6	6	105		230
5:30 PM	8		20					95	8	10	128		269
5:45 PM	5		18					99	9	11	78		220
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	52	0	143	0	0	0	0	822	69	79	813	0	1978

PM Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	26	0	71	0	0	0	0	436	39	43	400	0	1015
PEAK HR.													
FACTOR:	0.808			0.000			0.942			0.893			0.923

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Park Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0		4	2		1	1	36	0	3	84	6	137
7:15 AM	0		3	3		0	0	37	0	1	56	3	103
7:30 AM	0		2	4		2	0	46	0	2	76	2	134
7:45 AM	0		3	1		2	1	53	1	5	82	4	152
8:00 AM	0		4	2		3	2	82	2	8	84	3	190
8:15 AM	0		5	2		2	1	58	1	7	78	2	156
8:30 AM	1		6	3		3	3	39	1	9	87	4	156
8:45 AM	0		4	2		2	1	54	0	6	98	3	170
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 1	NT 0	NR 31	SL 19	ST 0	SR 15	EL 9	ET 405	ER 5	WL 41	WT 645	WR 27	TOTAL 1198

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	1	0	19	9	0	10	7	233	4	30	347	12	672
PEAK HR. FACTOR:		0.714			0.792			0.709			0.909		0.884

CONTROL:



# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Park Lantern

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr

DAY: WEDNESDAY

PROJECT# 05-1120-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	2	4	6		6	2	114	3	13	104	10	268
4:15 PM	5	0	3	5		2	1	112	5	10	95	7	245
4:30 PM	9	0	5	9		0	2	120	6	15	115	9	290
4:45 PM	5	0	6	10		4	1	116	5	16	97	8	268
5:00 PM	2	0	2	8		2	2	113	3	12	108	6	258
5:15 PM	3	1	5	7		6	3	102	6	10	105	9	257
5:30 PM	4	0	8	8		11	6	98	5	9	127	11	287
5:45 PM	3	0	6	5		5	4	106	4	7	83	7	230
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 35	NT 3	NR 39	SL 58	ST 0	SR 36	EL 21	ET 881	ER 37	WL 92	WT 834	WR 67	TOTAL 2103

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	19	1	18	34	0	12	8	451	20	53	425	32	1073
PEAK HR. FACTOR:		0.679			0.821			0.936			0.917		0.925

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Del Obispo St.

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr

DAY: WEDNESDAY

PROJECT# 05-1120-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	25	45	26	73	68	26	26	86	16	22	73	76	562
7:15 AM	21	50	31	87	76	29	43	176	18	20	107	32	690
7:30 AM	18	50	33	97	77	24	49	196	16	17	118	36	731
7:45 AM	21	46	29	103	85	21	55	219	20	19	127	42	787
8:00 AM	22	41	26	104	83	23	59	250	22	15	143	47	835
8:15 AM	6	45	16	52	37	9	33	168	16	15	98	48	543
8:30 AM	13	35	12	40	34	6	27	155	12	11	84	40	469
8:45 AM	7	30	11	28	22	6	17	129	8	9	65	34	366
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	133	342	184	584	482	144	309	1379	128	128	815	355	4983

AM Peak Hr Begins at: 715 AM

PEAK													
VOLUMES =	82	187	119	391	321	97	206	841	76	71	495	157	3043
PEAK HR. FACTOR:		0.951			0.963			0.848			0.882		0.911

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Del Obispo St.

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr

DAY: WEDNESDAY

PROJECT# 05-1120-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	28	34	23	52	53	27	30	129	15	26	160	66	643
4:15 PM	46	41	36	65	63	31	39	140	26	36	178	80	781
4:30 PM	48	46	30	62	64	33	40	151	26	33	209	97	839
4:45 PM	51	54	27	52	58	29	44	174	25	36	218	106	874
5:00 PM	44	50	23	65	62	27	40	182	20	40	233	102	888
5:15 PM	40	50	27	60	53	31	47	169	23	43	251	110	904
5:30 PM	39	40	31	55	59	39	55	155	26	35	244	114	892
5:45 PM	35	41	33	50	61	36	52	144	29	41	249	120	891
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 331	NT 356	NR 230	SL 461	ST 473	SR 253	EL 347	ET 1244	ER 190	WL 290	WT 1742	WR 795	TOTAL 6712
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PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	158	181	114	230	235	133	194	650	98	159	977	446	3575
PEAK HR. FACTOR:		0.968			0.971			0.973			0.965		0.989

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Del Obispo St.

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Hwy

DAY: WEDNESDAY

PROJECT# 05-1120-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 2	WL 2	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	14	26	50	24	21	15	299	7	51	286	30	827
7:15 AM	5	15	31	40	16	19	18	221	8	52	251	31	707
7:30 AM	6	16	31	61	14	16	20	240	9	42	290	27	772
7:45 AM	7	8	30	67	16	18	21	277	10	60	311	30	855
8:00 AM	11	15	38	70	17	26	19	260	15	68	305	46	890
8:15 AM	10	15	42	50	15	36	20	241	18	69	340	41	897
8:30 AM	8	17	43	40	14	31	30	226	16	76	351	36	888
8:45 AM	9	16	51	47	21	28	31	220	19	77	346	38	903
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 60	NT 116	NR 292	SL 425	ST 137	SR 195	EL 174	ET 1984	ER 102	WL 495	WT 2480	WR 279	TOTAL 6739

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	38	63	174	207	67	121	100	947	68	290	1342	161	3578
PEAK HR. FACTOR:		0.905			0.874			0.948			0.968		0.991

CONTROL: , Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Del Obispo St.

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Hwy

DAY: WEDNESDAY

PROJECT# 05-1120-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 2	WL 2	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	26	94	60	27	30	40	311	17	76	345	50	1097
4:15 PM	20	26	89	61	28	36	45	305	18	68	360	51	1107
4:30 PM	18	34	85	76	40	20	50	311	15	60	320	40	1069
4:45 PM	15	36	76	50	36	18	32	320	17	67	311	46	1024
5:00 PM	16	26	77	46	23	17	37	331	22	68	335	32	1030
5:15 PM	12	32	85	47	25	19	41	311	16	85	340	37	1050
5:30 PM	18	17	68	50	27	20	30	307	15	94	360	40	1046
5:45 PM	20	25	74	46	37	18	46	316	18	107	320	42	1069
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 140	NT 222	NR 648	SL 436	ST 243	SR 178	EL 321	ET 2512	ER 138	WL 625	WT 2691	WR 338	TOTAL 8492
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PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	74	122	344	247	131	104	167	1247	67	271	1336	187	4297
PEAK HR. FACTOR:		0.957			0.886			0.985			0.936		0.970

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Doheny Park Plaza

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Hwy

DAY: WEDNESDAY

PROJECT# 05-1120-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				2		4	2	212		18	302	3	543
7:15 AM				1		5	6	319		7	332	4	674
7:30 AM				9		4	1	310		15	417	14	770
7:45 AM				3		3	2	391		5	472	9	885
8:00 AM				5		2	8	439		9	498	12	973
8:15 AM				3		7	11	319		9	368	4	721
8:30 AM				5		4	3	338		11	406	13	780
8:45 AM				3		7	7	358		13	446	9	843
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 31	ST 0	SR 36	EL 40	ET 2686	ER 0	WL 87	WT 3241	WR 68	TOTAL 6189

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	16	0	16	24	1487	0	34	1744	38	3359
PEAK HR. FACTOR:		0.000			0.800			0.845			0.875		0.863

CONTROL:

WL = U-TURNS

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Doheny Park Plaza

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Hwy

DAY: WEDNESDAY

PROJECT# 05-1120-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				8		13	16	449		18	484	15	1003
4:15 PM				5		13	12	460		17	423	15	945
4:30 PM				10		14	18	410		8	412	15	887
4:45 PM				10		12	8	440		12	447	13	942
5:00 PM				5		16	9	442		9	471	13	965
5:15 PM				6		13	12	440		5	481	13	970
5:30 PM				8		9	15	448		4	441	10	935
5:45 PM				10		10	20	402		6	494	13	955
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 62	ST 0	SR 100	EL 110	ET 3491	ER 0	WL 79	WT 3653	WR 107	TOTAL 7602

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	29	0	48	56	1732	0	24	1887	49	3825
PEAK HR. FACTOR:		0.000			0.917			0.965			0.955		0.986

CONTROL:

WL = U-TURNS

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Camino Capistrano

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr

DAY: WEDNESDAY

PROJECT# 05-1120-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	2	.5	.5	1	2	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	49	44	37	14	40	69	38	154	30				475
7:15 AM	56	69	53	10	48	75	48	187	29				575
7:30 AM	67	74	67	15	56	95	72	184	48				678
7:45 AM	56	86	71	12	60	98	66	165	49				663
8:00 AM	104	118	63	16	70	117	69	171	51				779
8:15 AM	102	94	73	13	73	102	69	199	70				795
8:30 AM	96	95	77	9	102	93	50	161	57				740
8:45 AM	78	83	45	15	96	107	44	164	59				691
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	608	663	486	104	545	756	456	1385	393	0	0	0	5396

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	380	390	258	53	341	419	232	695	237	0	0	0	3005
PEAK HR.													
FACTOR:		0.902			0.932			0.861			0.000		0.945

CONTROL: signalized



# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Camino Capistrano

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr

DAY: WEDNESDAY

PROJECT# 05-1120-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 2	ST .5	SR .5	EL 1	ET 2	ER 1	WL 0	WT 0	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	122	96	67	40	176	157	31	133	93				915
4:15 PM	127	72	99	59	209	188	49	118	104				1025
4:30 PM	142	81	85	42	172	211	54	127	81				995
4:45 PM	133	80	66	50	161	226	63	100	76				955
5:00 PM	120	65	98	82	173	230	61	103	80				1012
5:15 PM	164	50	66	67	133	222	56	142	94				994
5:30 PM	106	60	75	41	142	248	29	139	87				927
5:45 PM	133	53	60	44	162	276	26	122	85				961
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 1047	NT 557	NR 616	SL 425	ST 1328	SR 1758	EL 369	ET 984	ER 700	WL 0	WT 0	WR 0	TOTAL 7784
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PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	522	298	348	233	715	855	227	448	341	0	0	0	3987
PEAK HR. FACTOR:		0.948			0.929			0.937			0.000		0.972

CONTROL: signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-5 Fwy SB Off-Ramp

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: SR-1

DAY: WEDNESDAY

PROJECT# 05-1120-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				26			87	141		20	24		298
7:15 AM				31			91	167		47	19		355
7:30 AM				39			120	195		44	22		420
7:45 AM				34			136	229		68	24		491
8:00 AM				31			142	256		46	27		502
8:15 AM				24			116	241		37	20		438
8:30 AM				38			107	222		38	18		423
8:45 AM				26			120	193		44	22		405
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	249	0	0	0	919	1644	0	344	176	3332

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	0	0	0	127	0	0	0	501	948	0	189	89	1854
PEAK HR.													
FACTOR:		0.000			0.836			0.910			0.755		0.923

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-5 Fwy SB Off-Ramp

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: SR-1

DAY: WEDNESDAY

PROJECT# 05-1120-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				69			174	288		46	27		604
4:15 PM				70			169	290		50	17		596
4:30 PM				66			132	279		31	22		530
4:45 PM				74			161	289		54	18		596
5:00 PM				77			129	318		27	14		565
5:15 PM				82			170	329		35	20		636
5:30 PM				101			142	312		39	27		621
5:45 PM				96			124	288		42	21		571
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 635	ST 0	SR 0	EL 0	ET 1201	ER 2393	WL 0	WT 324	WR 166	TOTAL 4719

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	334	0	0	0	602	1248	0	155	79	2418
PEAK HR. FACTOR:			0.000			0.827			0.927			0.813	0.950

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-5 Fwy NB Off-Ramp

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: SR-1

DAY: WEDNESDAY

PROJECT# 05-1120-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	4	1		14	3	46	65		103	1	237
7:15 AM	1	0	6	3		21	5	35	72		120	1	264
7:30 AM	2	1	7	4		19	5	60	94		150	2	344
7:45 AM	5	3	4	3		27	9	50	113		172	2	388
8:00 AM	4	1	9	15		22	6	62	108		188	3	418
8:15 AM	5	2	14	14		26	8	46	93		105	4	317
8:30 AM	3	1	12	30		24	7	57	81		89	3	307
8:45 AM	2	2	13	10		31	10	59	92		97	2	318
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	22	10	69	80	0	184	53	415	718	0	1024	18	2593

AM Peak Hr Begins at: 730 AM

PEAK													
VOLUMES =	16	7	34	36	0	94	28	218	408	0	615	11	1467
PEAK HR.													
FACTOR:		0.679			0.813			0.929			0.819		0.877

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-5 Fwy NB Off-Ramp

DATE: 6/1/2005

LOCATION: City of Dana Point

E-W STREET: SR-1

DAY: WEDNESDAY

PROJECT# 05-1120-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	3	20	0		9	18	127	97		48	1	324
4:15 PM	3	6	29	2		11	24	117	101		66	3	362
4:30 PM	2	7	24	0		15	20	86	100		76	1	331
4:45 PM	0	9	21	1		18	16	101	116		98	2	382
5:00 PM	1	7	25	2		21	20	97	109		79	1	362
5:15 PM	0	5	18	0		20	22	122	110		92	3	392
5:30 PM	2	6	22	1		17	17	139	96		92	2	394
5:45 PM	5	8	26	1		20	11	120	85		85	1	362
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	14	51	185	7	0	131	148	909	814	0	636	14	2909

PM Peak Hr Begins at: 445 PM

PEAK													
VOLUMES =	3	27	86	4	0	76	75	459	431	0	361	8	1530
PEAK HR.													
FACTOR:		0.879			0.870			0.950			0.923		0.971

CONTROL:

## **Weekend Counts**

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Blue Lantern

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Highway.

DAY: SATURDAY

PROJECT# 05-1117-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	15	0	14	9	2	2	1	288	4	13	305	15	668
11:45 AM	22	3	12	7	2	3	1	309	4	26	323	10	722
12:00 PM	12	2	7	12	1	1	1	308	2	12	257	11	626
12:15 PM	15	4	13	9	1	0	3	322	7	21	286	9	690
12:30 PM	11	2	22	9	1	0	8	603	2	28	282	4	972
12:45 PM	13	2	19	14	3	3	7	352	4	15	250	1	683
1:00 PM	22	10	17	9	1	2	5	370	5	17	338	8	804
1:15 PM	16	2	15	1	0	0	3	340	3	16	265	10	671
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 126	NT 25	NR 119	SL 70	ST 11	SR 11	EL 29	ET 2892	ER 31	WL 148	WT 2306	WR 68	TOTAL 5836

NOON Peak Hr Begins at: 1215 PM

PEAK VOLUMES =	61	18	71	41	6	5	23	1647	18	81	1156	22	3149
PEAK HR. FACTOR:	0.765			0.650			0.688			0.867			0.810

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Blue Lantern

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Highway.

DAY: SATURDAY

PROJECT# 05-1117-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	15	5	13	4	2	2	4	387	6	15	314	6	773
1:45 PM	23	1	16	8	2	1	2	312	6	11	276	2	660
2:00 PM	15	1	17	9	1	1	6	270	8	22	265	3	618
2:15 PM	20	4	17	6	4	0	2	289	7	27	281	5	662
2:30 PM	23	2	23	11	1	2	3	381	14	20	283	6	769
2:45 PM	21	6	29	14	1	2	4	289	5	13	311	12	707
3:00 PM	17	3	24	8	3	3	2	322	8	22	280	7	699
3:15 PM	31	3	19	7	4	3	3	315	10	18	269	5	687
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 165	NT 25	NR 158	SL 67	ST 18	SR 14	EL 26	ET 2565	ER 64	WL 148	WT 2279	WR 46	TOTAL 5575
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PM Peak Hr Begins at: 230 PM

PEAK VOLUMES =	92	14	95	40	9	10	12	1307	37	73	1143	30	2862
PEAK HR. FACTOR:		0.897			0.868			0.852			0.927		0.930

CONTROL: Signalized



# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Golden Lantern DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr.

DAY: SATURDAY

PROJECT# 05-1117-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
LANES:	NL 1	NT 1.5	NR 0.5	SL 1	ST 1.5	SR 0.5	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	6	120	9	57	206	14	10	51	9	21	62	41	606
11:45 AM	8	139	11	73	226	18	11	57	10	24	69	59	705
12:00 PM	10	146	12	79	233	22	13	69	12	35	78	65	774
12:15 PM	12	130	13	77	223	23	10	75	9	31	76	62	741
12:30 PM	16	122	16	82	182	20	16	81	8	29	70	61	703
12:45 PM	17	120	19	84	170	19	15	86	7	22	69	58	686
1:00 PM	15	116	16	72	175	16	18	78	9	26	75	68	684
1:15 PM	16	117	16	79	168	19	14	81	14	32	78	74	708
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 100	NT 1010	NR 112	SL 603	ST 1583	SR 151	EL 107	ET 578	ER 78	WL 220	WT 577	WR 488	TOTAL 5607

NOON Peak Hr Begins at: 1145 AM

PEAK VOLUMES =	46	537	52	311	864	83	50	282	39	119	293	247	2923
PEAK HR. FACTOR:		0.945			0.942			0.883			0.926		0.944

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Golden Lantern DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr.

DAY: SATURDAY

PROJECT# 05-1117-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1.5	NR 0.5	SL 1	ST 1.5	SR 0.5	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	12	113	14	81	167	14	14	77	10	36	68	78	684
1:45 PM	13	109	13	84	164	18	19	72	13	34	64	75	678
2:00 PM	10	106	10	68	151	20	19	73	8	33	51	62	611
2:15 PM	11	114	7	78	166	16	12	73	11	30	61	75	654
2:30 PM	9	112	7	90	155	22	14	70	10	32	66	66	653
2:45 PM	4	118	4	84	160	25	10	65	13	30	71	76	660
3:00 PM	6	109	4	72	133	19	9	55	9	24	68	70	578
3:15 PM	2	95	3	69	132	16	6	51	8	29	59	59	529
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 67	NT 876	NR 62	SL 626	ST 1228	SR 150	EL 103	ET 536	ER 82	WL 248	WT 508	WR 561	TOTAL 5047
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PM Peak Hr Begins at: 130 PM

PEAK VOLUMES =	46	442	44	311	648	68	64	295	42	133	244	290	2627
PEAK HR. FACTOR:		0.957			0.965			0.964			0.916		0.960

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Golden Lantern DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Highway.

DAY: SATURDAY

PROJECT# 05-1117-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1	WT 3	WR 1	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	70	93	0	0	147	52				34	220	46	662
11:45 AM	84	108	0	0	141	67				38	218	39	695
12:00 PM	63	88	1	0	187	65				54	192	41	691
12:15 PM	84	114	0	0	169	90				38	181	41	717
12:30 PM	77	106	0	1	192	69				43	161	42	691
12:45 PM	67	102	1	0	175	60				35	204	40	684
1:00 PM	71	114	1	0	176	59				46	190	46	703
1:15 PM	70	99	0	0	191	70				36	190	48	704
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 586	NT 824	NR 3	SL 1	ST 1378	SR 532	EL 0	ET 0	ER 0	WL 324	WT 1556	WR 343	TOTAL 5547

NOON Peak Hr Begins at: 1215 PM

PEAK VOLUMES =	299	436	2	1	712	278	0	0	0	162	736	169	2795
PEAK HR. FACTOR:		0.931			0.946			0.000			0.946		0.975

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Golden Lantern DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Highway.

DAY: SATURDAY

PROJECT# 05-1117-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1	WT 3	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	67	113	0	0	152	56				44	172	30	634
1:45 PM	83	98	0	1	209	54				46	166	36	693
2:00 PM	74	101	0	0	206	55				43	172	39	690
2:15 PM	70	111	2	0	179	56				42	178	44	682
2:30 PM	54	97	0	0	147	54				27	169	47	595
2:45 PM	58	90	1	0	151	34				29	158	42	563
3:00 PM	63	98	0	0	140	46				33	209	48	637
3:15 PM	58	114	0	1	139	67				57	208	39	683
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 527	NT 822	NR 3	SL 2	ST 1323	SR 422	EL 0	ET 0	ER 0	WL 321	WT 1432	WR 325	TOTAL 5177
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PM Peak Hr Begins at: 130 PM

PEAK VOLUMES =	294	423	2	1	746	221	0	0	0	175	688	149	2699
PEAK HR. FACTOR:		0.982			0.917			0.000			0.958		0.974

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Golden Lantern DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Del Prado Ave.

DAY: SATURDAY

PROJECT# 05-1117-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET 3	ER 1	WL 0	WT 0	WR 0	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM		73	4	106	52	0	55	226	35				551
11:45 AM		108	4	105	36	0	69	215	45				582
12:00 PM		85	11	157	58	0	64	184	40				599
12:15 PM		121	8	170	55	0	69	208	52				683
12:30 PM		115	15	152	85	0	84	347	52				850
12:45 PM		100	6	178	65	2	74	288	67				780
1:00 PM		110	7	189	64	0	86	302	44				802
1:15 PM		99	11	126	71	0	75	272	57				711
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 0	NT 811	NR 66	SL 1183	ST 486	SR 2	EL 576	ET 2042	ER 392	WL 0	WT 0	WR 0	TOTAL 5558

NOON Peak Hr Begins at: 1230 PM

PEAK VOLUMES =	0	424	39	645	285	2	319	1209	220	0	0	0	3143
PEAK HR. FACTOR:		0.890			0.921			0.905			0.000		0.924

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Golden Lantern DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Del Prado Ave.

DAY: SATURDAY

PROJECT# 05-1117-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	1	2	2	0	1	3	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM		115	13	148	50		52	274	63				715
1:45 PM		94	5	188	52		67	235	36				677
2:00 PM		103	7	172	46		63	224	37				652
2:15 PM		109	11	158	60		65	209	39				651
2:30 PM		105	14	104	50		51	245	47				616
2:45 PM		132	13	152	58		69	268	62				754
3:00 PM		120	16	117	69		63	264	44				693
3:15 PM		162	14	129	52		48	302	46				753
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	940	93	1168	437	0	478	2021	374	0	0	0	5511

PM Peak Hr Begins at: 230 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	519	57	502	229	0	231	1079	199	0	0	0	2816
PEAK HR.													
FACTOR:		0.818			0.870			0.945			0.000		0.934

CONTROL: Signalized

## Prepared by: Southland Car Counters

LOCATION: City of Dana Point

PROJECT# 05-1117-005

NOON Peak Hr Begins at: 1215 PM.

PEAK VOLUMES =	29	0	126	0	0	0	0	260	50	162	292	0	919
PEAK HR. FACTOR:	0.824			0.000			0.852			0.000			0.934
CONTROL:	1 WAY STOP(N) 0												

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Island Way

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr.

DAY: SATURDAY

PROJECT# 05-1117-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 0	SL 0	ST 0	SR 0	EL 1	ET 0	ER 1	WL 2	WT 0	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	4		29					73	10	35	70		221
1:45 PM	6		31					64	10	46	93		250
2:00 PM	6		38					69	6	43	81		243
2:15 PM	7		37					69	9	50	76		248
2:30 PM	10		50					73	10	48	77		268
2:45 PM	9		28					71	7	35	70		220
3:00 PM	10		31					55	20	38	83		237
3:15 PM	9		42					70	8	36	78		243
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 61	NT 0	NR 286	SL 0	ST 0	SR 0	EL 0	ET 544	ER 80	WL 331	WT 628	WR 0	TOTAL 1930
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PM Peak Hr Begins at: 145 PM

PEAK VOLUMES =	29	0	156	0	0	0	0	275	35	187	327	0	1009
PEAK HR. FACTOR:	0.771			0.000			0.934			0.924			0.941

CONTROL: 1 WAY STOP(N) 0



# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Casitas Pl.

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr.

DAY: SATURDAY

PROJECT# 05-1117-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 0	SL 0	ST 0	SR 0	EL 1	ET 0	ER 1	WL 2	WT 0	WR	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	2		7					79	3	19	71		181
11:45 AM	3		9					91	5	27	83		218
12:00 PM	3		17					84	7	26	103		240
12:15 PM	2		14					91	6	29	107		249
12:30 PM	1		13					97	2	25	115		253
12:45 PM	6		14					101	5	39	116		281
1:00 PM	5		11					85	4	33	102		240
1:15 PM	3		15					81	11	32	102		244
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 25	NT 0	NR 100	SL 0	ST 0	SR 0	EL 0	ET 709	ER 43	WL 230	WT 799	WR 0	TOTAL 1906

NOON Peak Hr Begins at: 1215 PM

PEAK VOLUMES =	14	0	52	0	0	0	0	374	17	126	440	0	1023
PEAK HR. FACTOR:		0.825			0.000			0.922			0.000		0.910

CONTROL: 1 WAY STOP(N)0

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Casitas Pl.

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr.

DAY: SATURDAY

PROJECT# 05-1117-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 0	SL 0	ST 0	SR 0	EL 1	ET 0	ER 1	WL 2	WT 0	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	4		16					97	5	26	101		249
1:45 PM	5		13					86	11	36	134		285
2:00 PM	3		16					103	4	24	121		271
2:15 PM	9		12					96	11	23	117		268
2:30 PM	6		21					112	13	27	119		298
2:45 PM	6		18					93	6	25	99		247
3:00 PM	5		12					83	6	24	116		246
3:15 PM	9		34					102	10	26	105		286
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 47	NT 0	NR 142	SL 0	ST 0	SR 0	EL 0	ET 772	ER 66	WL 211	WT 912	WR 0	TOTAL 2150
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PM Peak Hr Begins at: 145 PM

PEAK VOLUMES =	23	0	62	0	0	0	0	397	39	110	491	0	1122
PEAK HR. FACTOR:		0.787			0.000			0.872			0.884		0.941

CONTROL: 1 WAY STOP(N)0

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Golden Lantern DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr.

DAY: SATURDAY

PROJECT# 05-1117-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	7	56	27	23	23	21	22	61	3	73	65	15	396
11:45 AM	6	61	29	39	35	21	29	66	5	85	83	19	478
12:00 PM	9	67	32	45	39	29	35	62	4	90	92	24	528
12:15 PM	11	69	34	50	43	28	35	64	6	101	99	27	567
12:30 PM	16	67	28	40	54	25	37	68	5	59	99	22	520
12:45 PM	21	55	42	39	51	31	30	73	12	61	101	20	536
1:00 PM	14	47	38	43	46	30	38	51	7	66	91	14	485
1:15 PM	13	67	34	32	40	38	30	58	8	59	83	11	473
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 97	NT 489	NR 264	SL 311	ST 331	SR 223	EL 256	ET 503	ER 50	WL 594	WT 713	WR 152	TOTAL 3983

NOON Peak Hr Begins at: 1200 PM

PEAK VOLUMES =	57	258	136	174	187	113	137	267	27	311	391	93	2151
PEAK HR. FACTOR:		0.956			0.979			0.937			0.876		0.948

CONTROL: SIGNALIZED

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Golden Lantern DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr.

DAY: SATURDAY

PROJECT# 05-1117-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	15	83	40	35	41	32	26	78	9	44	80	20	503
1:45 PM	10	46	53	31	30	34	24	69	8	67	128	14	514
2:00 PM	13	41	59	26	45	33	38	82	2	46	98	14	497
2:15 PM	11	67	55	31	34	34	32	68	8	64	95	24	523
2:30 PM	15	71	28	43	34	20	43	80	11	64	111	20	540
2:45 PM	22	60	40	53	47	22	37	70	4	130	79	30	594
3:00 PM	24	70	49	58	48	35	24	61	10	73	92	21	565
3:15 PM	16	52	39	23	25	20	51	72	9	47	94	32	480
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	126	490	363	300	304	230	275	580	61	535	777	175	4216

PM Peak Hr Begins at: 215 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	72	268	172	185	163	111	136	279	33	331	377	95	2222
PEAK HR.													
FACTOR:		0.895			0.814			0.836			0.840		0.935

CONTROL: SIGNALIZED

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Puerto Pl.

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr.

DAY: SATURDAY

PROJECT# 05-1117-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	0	0	2	0	1	2	0	
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	7		12					110	5	10	162		306
11:45 AM	8		11					136	7	12	165		339
12:00 PM	9		10					110	6	10	194		339
12:15 PM	6		9					132	7	11	192		357
12:30 PM	4		14					123	8	10	179		338
12:45 PM	5		11					140	10	12	162		340
1:00 PM	6		12					126	6	19	181		350
1:15 PM	7		11					95	9	12	159		293
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	52	0	90	0	0	0	0	972	58	96	1394	0	2662

NOON Peak Hr Begins at: 1215 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	21	0	46	0	0	0	0	521	31	52	714	0	1385
PEAK HR.	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
FACTOR:		0.931			0.000			0.920			0.000		0.970

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Puerto Pl.

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr.

DAY: SATURDAY

PROJECT# 05-1117-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM	8		16					138	12	13	150		337
1:45 PM	8		13					146	9	13	145		334
2:00 PM	6		10					122	5	18	174		335
2:15 PM	12		10					163	12	16	138		351
2:30 PM	7		9					129	8	13	202		368
2:45 PM	8		23					132	14	19	182		378
3:00 PM	7		21					152	11	16	170		377
3:15 PM	10		19					178	10	22	159		398
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	66	0	121	0	0	0	0	1160	81	130	1320	0	2878

PM Peak Hr Begins at: 230 PM

PEAK													
VOLUMES =	32	0	72	0	0	0	0	591	43	70	713	0	1521
PEAK HR.													
FACTOR:		0.839			0.000			0.843			0.910		0.955

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Park Lantern      DATE: 5/28/2005      LOCATION: City of Dana Point  
 E-W STREET: Dana Point Harbor Dr.      DAY: SATURDAY      PROJECT# 05-1117-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	8	3	6	9	3	5	6	109	15	13	138	8	323
11:45 AM	7	2	7	6	1	7	3	118	18	16	144	12	341
12:00 PM	7	1	6	10	2	6	2	107	11	22	165	11	350
12:15 PM	9	0	7	4	0	9	8	117	13	17	168	10	362
12:30 PM	8	2	8	8	2	5	7	121	8	26	152	17	364
12:45 PM	12	0	5	11	2	9	3	138	11	24	138	10	363
1:00 PM	13	0	1	7	0	12	4	125	8	36	173	12	391
1:15 PM	8	1	3	5	2	15	5	101	5	22	143	17	327
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 72	NT 9	NR 43	SL 60	ST 12	SR 68	EL 38	ET 936	ER 89	WL 176	WT 1221	WR 97	TOTAL 2821

NOON Peak Hr Begins at: 1215 PM

PEAK VOLUMES =	42	2	21	30	4	35	22	501	40	103	631	49	1480
PEAK HR. FACTOR:		0.903			0.784			0.926			0.886		0.946

CONTROL:

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Street of the Park Lantern

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Dana Point Harbor Dr.

DAY: SATURDAY

PROJECT# 05-1117-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	6	2	4	6	0	14	5	139	10	30	134	16	366
1:45 PM	11	2	2	6	1	10	12	136	11	33	133	8	365
2:00 PM	19	2	7	11	1	14	5	116	11	31	153	24	394
2:15 PM	17	0	4	7	0	11	5	159	11	35	126	17	392
2:30 PM	6	3	6	7	0	16	4	122	9	27	180	19	399
2:45 PM	16	4	6	7	0	15	9	135	12	17	168	28	417
3:00 PM	16	4	1	9	3	27	9	150	15	40	155	28	457
3:15 PM	11	1	4	12	1	25	6	174	17	33	146	16	446
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	102	18	34	65	6	132	55	1131	96	246	1195	156	3236

PM Peak Hr Begins at: 230 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	49	12	17	35	4	83	28	581	53	117	649	91	1719
PEAK HR.													
FACTOR:		0.750			0.782			0.840			0.948		0.940

CONTROL:



# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Del Obispo St.

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr.

DAY: SATURDAY

PROJECT# 05-1117-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1.5	NR 0.	SL 1	ST 1.5	SR 0.5	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	18	71	19	44	86	16	18	91	8	26	86	27	510
11:45 AM	19	86	20	51	94	19	19	95	10	29	81	27	550
12:00 PM	23	103	18	62	101	20	22	105	10	31	93	33	621
12:15 PM	22	99	23	76	106	24	24	115	12	35	91	43	670
12:30 PM	28	140	27	60	113	27	26	119	18	50	131	72	811
12:45 PM	27	16	29	69	115	30	21	122	17	52	127	77	702
1:00 PM	24	94	30	77	111	31	23	126	14	47	120	62	759
1:15 PM	19	66	35	82	103	37	24	135	16	40	119	60	736
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 180	NT 675	NR 201	SL 521	ST 829	SR 204	EL 177	ET 908	ER 105	WL 310	WT 848	WR 401	TOTAL 5359

NOON Peak Hr Begins at: 1230 PM

PEAK VOLUMES =	98	316	121	288	442	125	94	502	65	189	497	271	3008
PEAK HR. FACTOR:		0.686			0.963			0.944			0.935		0.927

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Del Obispo St.

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr.

DAY: SATURDAY

PROJECT# 05-1117-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1.5	NR 0.	SL 1	ST 1.5	SR 0.5	EL 1	ET 1.5	ER 0.5	WL 1	WT 1.5	WR 0.5	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	17	52	38	85	109	36	25	137	15	39	115	55	723
1:45 PM	21	58	33	76	98	30	26	126	12	37	111	52	680
2:00 PM	20	65	29	61	109	27	23	119	16	36	109	48	662
2:15 PM	22	62	22	55	107	24	21	112	17	38	103	50	633
2:30 PM	19	43	23	67	105	30	18	151	18	48	150	40	712
2:45 PM	17	55	18	58	110	34	20	142	12	46	146	46	704
3:00 PM	22	71	20	60	119	33	22	152	16	44	140	44	743
3:15 PM	24	70	25	63	123	39	23	155	15	47	135	47	766
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 162	NT 476	NR 208	SL 525	ST 880	SR 253	EL 178	ET 1094	ER 121	WL 335	WT 1009	WR 382	TOTAL 5623
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PM Peak Hr Begins at: 230 PM

PEAK VOLUMES =	82	239	86	248	457	136	83	600	61	185	571	177	2925
PEAK HR. FACTOR:		0.855			0.934			0.964			0.980		0.955

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Del Obispo St.

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Highway

DAY: SATURDAY

PROJECT# 05-1117-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	22	48	63	69	46	42	55	337	33	108	237	33	1093
11:45 AM	36	50	67	74	48	44	57	339	37	113	240	35	1140
12:00 PM	28	54	76	72	38	47	47	328	32	92	205	34	1053
12:15 PM	17	19	90	66	47	37	53	374	26	107	235	36	1107
12:30 PM	20	21	82	62	55	31	175	353	55	82	228	36	1200
12:45 PM	16	34	82	71	35	56	50	387	39	81	230	20	1101
1:00 PM	15	44	77	77	54	52	50	337	32	113	236	41	1128
1:15 PM	11	22	74	76	36	43	34	342	29	76	211	29	983
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
TOTAL VOLUMES =	NL 165	NT 292	NR 611	SL 567	ST 359	SR 352	EL 521	ET 2797	ER 283	WL 772	WT 1822	WR 264	TOTAL 8805

NOON Peak Hr Begins at: 1215 PM

PEAK VOLUMES =	68	118	331	276	191	176	328	1451	152	383	929	133	4536
PEAK HR. FACTOR:		0.950			0.878			0.828			0.926		0.945

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Del Obispo St.

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Highway

DAY: SATURDAY

PROJECT# 05-1117-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	23	28	87	57	31	33	62	360	30	68	185	22	986
1:45 PM	25	36	78	75	59	37	55	350	40	116	199	21	1091
2:00 PM	23	30	74	46	37	31	37	287	46	113	207	17	948
2:15 PM	18	30	70	43	47	21	43	229	35	88	195	10	829
2:30 PM	20	51	60	44	58	19	34	270	37	113	192	13	911
2:45 PM	30	30	76	66	48	24	27	246	44	102	212	22	927
3:00 PM	31	46	75	48	64	36	27	254	27	115	161	20	904
3:15 PM	27	35	94	68	58	34	31	296	46	87	197	21	994
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 197	NT 286	NR 614	SL 447	ST 402	SR 235	EL 316	ET 2292	ER 305	WL 802	WT 1548	WR 146	TOTAL 7590
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PM Peak Hr Begins at: 130 PM

PEAK VOLUMES =	89	124	309	221	174	122	197	1226	151	385	786	70	3854
PEAK HR. FACTOR:		0.939			0.756			0.871			0.921		0.883

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Doheny Park Plaza

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Highway.

DAY: SATURDAY

PROJECT# 05-1117-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM				5		3	11	405		10	342	13	789
11:45 AM				7		8	14	416		14	353	15	827
12:00 PM				15		18	22	399		14	312	20	800
12:15 PM				10		13	17	437		14	350	9	850
12:30 PM				8		13	20	402		19	323	9	794
12:45 PM				8		8	18	444		13	336	12	839
1:00 PM				11		11	10	452		17	361	15	877
1:15 PM				15		14	19	452		13	321	17	851
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 79	ST 0	SR 88	EL 131	ET 3407	ER 0	WL 114	WT 2698	WR 110	TOTAL 6627
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NOON Peak Hr Begins at: 1230 PM

PEAK VOLUMES =	0	0	0	42	0	46	67	1750	0	62	1341	53	3361
PEAK HR. FACTOR:		0.000			0.759			0.000			0.926		0.958

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Doheny Park Plaza

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Pacific Coast Highway.

DAY: SATURDAY

PROJECT# 05-1117-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM				18		12	19	493		13	304	12	871
1:45 PM				16		10	21	479		9	310	12	857
2:00 PM				18		15	18	425		16	318	11	821
2:15 PM				16		6	20	443		10	333	13	841
2:30 PM				14		9	10	396		14	371	6	820
2:45 PM				11		19	23	423		22	362	7	867
3:00 PM				8		9	19	436		20	352	12	856
3:15 PM				12		8	10	482		18	331	11	872
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	113	0	88	140	3577	0	122	2681	84	6805

PM Peak Hr Begins at: 230 PM

PEAK													
VOLUMES =	0	0	0	45	0	45	62	1737	0	74	1416	36	3415
PEAK HR.													
FACTOR:		0.000			0.750			0.914			0.976		0.979

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Camino Capistrano

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr.

DAY: SATURDAY

PROJECT# 05-1117-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 2	ST .5	SR .5	EL 1	ET 2	ER 1	WL 0	WT 0	WR 0	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	89	56	46	12	202	86	37	82	68				678
11:45 AM	93	97	54	15	255	100	58	88	82				842
12:00 PM	82	66	57	13	242	96	57	106	80				799
12:15 PM	89	66	58	12	276	96	35	90	88				810
12:30 PM	108	66	55	9	302	94	38	97	103				872
12:45 PM	126	89	55	10	329	93	48	96	83				929
1:00 PM	100	71	54	6	343	88	32	104	90				888
1:15 PM	100	96	57	10	301	108	46	98	94				910
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	787	607	436	87	2250	761	351	761	688	0	0	0	6728

NOON Peak Hr Begins at: 1230 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	434	322	221	35	1275	383	164	395	370	0	0	0	3599
PEAK HR.													
FACTOR:	0.905			0.969			0.976			0.000			0.969

CONTROL: signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Camino Capistrano

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: Stonehill Dr.

DAY: SATURDAY

PROJECT# 05-1117-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 2	ST .5	SR .5	EL 1	ET 2	ER 1	WL 0	WT 0	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	108	86	49	17	286	84	42	108	124				904
1:45 PM	130	86	48	10	267	86	38	98	69				832
2:00 PM	110	67	58	26	293	112	37	105	98				906
2:15 PM	110	67	61	18	278	109	44	95	106				888
2:30 PM	110	74	47	13	327	127	48	108	109				963
2:45 PM	123	53	49	21	345	139	39	107	96				972
3:00 PM	98	55	49	13	294	144	48	126	90				917
3:15 PM	109	52	56	19	290	125	47	103	89				890
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	898	540	417	137	2380	926	343	850	781	0	0	0	7272

PM Peak Hr Begins at: 230 PM

PEAK													
VOLUMES =	440	234	201	66	1256	535	182	444	384	0	0	0	3742
PEAK HR. FACTOR:		0.947			0.919			0.953			0.000		0.962

CONTROL: signalized



# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-5 SB Off-Ramp

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: SR-1

DAY: SATURDAY

PROJECT# 05-1117-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL 2	ST	SR 1	EL	ET 2	ER 1	WL	WT 1	WR 1	TOTAL
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM				64		258		73	326		60	34	815
11:45 AM				59		226		88	321		81	17	792
12:00 PM				38		211		109	332		65	14	769
12:15 PM				23		202		167	320		53	21	786
12:30 PM				49		242		121	273		45	19	749
12:45 PM				49		241		151	258		63	18	780
1:00 PM				37		215		125	221		45	21	664
1:15 PM				55		183		141	170		38	18	605
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	374	0	1778	0	975	2221	0	450	162	5960

NOON Peak Hr Begins at: 1130 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	184	0	897	0	437	1299	0	259	86	3162
PEAK HR.													
FACTOR:		0.000			0.839			0.000			0.880		0.970

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-5 SB Off-Ramp

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: SR-1

DAY: SATURDAY

PROJECT# 05-1117-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL 2	ST	SR 1	EL	ET 2	ER 1	WL	WT 1	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM				39		176		164	218		43	10	650
1:45 PM				65		252		101	249		66	23	756
2:00 PM				65		190		136	235		38	17	681
2:15 PM				40		175		145	188		48	17	613
2:30 PM				57		200		151	213		47	12	680
2:45 PM				57		164		131	251		63	22	688
3:00 PM				56		244		152	239		60	22	773
3:15 PM				38		208		151	214		41	20	672
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	417	0	1609	0	1131	1807	0	406	143	5513

PM Peak Hr Begins at: 230 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	208	0	816	0	585	917	0	211	76	2813
PEAK HR.													
FACTOR:		0.000			0.853			0.960			0.844		0.910

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-5 NB Ramp

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: SR-1

DAY: SATURDAY

PROJECT# 05-1117-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM	4	6	22	2		32	10	53	87	68	2		286
11:45 AM	6	7	20	3		33	5	55	92	83	0		304
12:00 PM	4	1	12	2		10	12	54	83	97	1		276
12:15 PM	1	5	12	5		10	15	66	106	92	0		312
12:30 PM	1	6	10	0		15	13	56	90	76	3		270
12:45 PM	1	3	8	3		19	18	74	109	83	1		319
1:00 PM	0	3	21	0		16	9	60	96	79	2		286
1:15 PM	1	2	17	0		10	10	86	105	88	0		319
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	18	33	122	15	0	145	92	504	768	0	666	9	2372

NOON Peak Hr Begins at: 1230 PM

PEAK													
VOLUMES =	3	14	56	3	0	60	50	276	400	0	326	6	1194
PEAK HR.													
FACTOR:		0.760			0.716			0.903			0.943		0.936

CONTROL: Signalized

# Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-5 NB Ramp

DATE: 5/28/2005

LOCATION: City of Dana Point

E-W STREET: SR-1

DAY: SATURDAY

PROJECT# 05-1117-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM	4	0	11	2		9	10	67	127		68	1	299
1:45 PM	3	6	22	1		11	10	62	96		110	0	321
2:00 PM	1	2	12	1		11	11	76	115		69	0	298
2:15 PM	2	3	12	1		13	19	77	108		78	3	316
2:30 PM	2	2	13	1		12	18	76	106		67	1	298
2:45 PM	5	2	20	1		13	20	77	100		95	3	336
3:00 PM	2	6	10	1		15	19	61	133		103	2	352
3:15 PM	1	11	20	1		12	14	64	114		78	0	315
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 20	NT 32	NR 120	SL 9	ST 0	SR 96	EL 121	ET 560	ER 899	WL 0	WT 668	WR 10	TOTAL 2535

PM Peak Hr Begins at: 215 PM

PEAK VOLUMES =	11	13	55	4	0	53	76	291	447	0	343	9	1302
PEAK HR. FACTOR:		0.731			0.891			0.955			0.838		0.925

CONTROL: Signalized

**ADT**

**Weekday**

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

EXISTING WEEKDAY CONDITIONS

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	23,250
St of Blue Lantern	n/o	PCH	1,080
St of Blue Lantern	s/o	PCH	1,725
PCH	w/o	St of Golden Lantern	15,310
Del Prado	w/o	St of Golden Lantern	10,125
Stonehill	w/o	St of Golden Lantern	9,350
St of Golden Lantern	n/o	Stonehill	15,300
St of Golden Lantern	PCH	Del Prado	9,558
Stonehill	St of Golden Lantern	Del Obispo St	17,090
St of Golden Lantern	Stonehill	PCH	10,458
PCH	e/o	St of Golden Lantern	14,765
Del Prado	e/o	St of Golden Lantern	12,595
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	5,428
Dana Pt Harbor Dr	w/o	Island Wy	3,415
Island Way	s/o	Dana Pt Harbor Dr	2,815
Dana Pt Harbor Dr	Island Wy	Casitas Pl	5,128
Casitas Pl	s/o	Dana Pt Harbor Dr	1,210
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	5,760
St of Golden Lantern	s/o	Dana Pt Harbor Dr	3,695
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	7,485
Puerto Pl	s/o	Dana Pt Harbor Dr	1,365
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	7,708
St of Park Lantern	n/o	Dana Pt Harbor Dr	625
St of Park Lantern	s/o	Dana Pt Harbor Dr	825
Dana Pt Harbor Dr	St of Park Lantern	PCH	8,430
PCH	w/o	Del Obispo St	28,055
Del Obispo St	PCH	Stonehill	8,695
PCH	Del Obispo St	Doheny Park Plaza	34,368
Del Obispo St	n/o	Stonehill	13,890
Stonehill	Del Obispo St	Camino Capistrano	22,515
PCH	e/o	Doheny Park Plaza	35,200
Camino Capistrano	n/o	Stonehill	18,815
Doheny Park Rd	s/o	Stonehill	19,150
PCH	w/o	I-5 SB Ramps	25,500
PCH	I-5 SB Ramps	I-5 NB Ramps	12,150
PCH	e/o	I-5 NB Ramps	9,160

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

EXISTING WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	23,350
St of Blue Lantern	n/o	PCH	1,080
St of Blue Lantern	s/o	PCH	1,725
PCH	w/o	St of Golden Lantern	15,355
Del Prado	w/o	St of Golden Lantern	10,180
Stonehill	w/o	St of Golden Lantern	9,350
St of Golden Lantern	n/o	Stonehill	15,400
St of Golden Lantern	PCH	Del Prado	9,705
Stonehill	St of Golden Lantern	Del Obispo St	17,090
St of Golden Lantern	Stonehill	PCH	10,558
PCH	e/o	St of Golden Lantern	14,765
Del Prado	e/o	St of Golden Lantern	12,595
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	5,633
Dana Pt Harbor Dr	w/o	Island Wy	3,415
Island Way	s/o	Dana Pt Harbor Dr	2,815
Dana Pt Harbor Dr	Island Wy	Casitas Pl	5,128
Casitas Pl	s/o	Dana Pt Harbor Dr	1,210
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	5,760
St of Golden Lantern	s/o	Dana Pt Harbor Dr	4,350
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	8,215
Puerto Pl	s/o	Dana Pt Harbor Dr	2,745
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	9,535
St of Park Lantern	n/o	Dana Pt Harbor Dr	625
St of Park Lantern	s/o	Dana Pt Harbor Dr	825
Dana Pt Harbor Dr	St of Park Lantern	PCH	10,253
PCH	w/o	Del Obispo St	28,055
Del Obispo St	PCH	Stonehill	8,890
PCH	Del Obispo St	Doheny Park Plaza	35,993
Del Obispo St	n/o	Stonehill	13,990
Stonehill	Del Obispo St	Camino Capistrano	22,610
PCH	e/o	Doheny Park Plaza	36,825
Camino Capistrano	n/o	Stonehill	18,815
Doheny Park Rd	s/o	Stonehill	19,150
PCH	w/o	I-5 SB Ramps	26,885
PCH	I-5 SB Ramps	I-5 NB Ramps	12,845
PCH	e/o	I-5 NB Ramps	9,160



JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

EXISTING WITH HARBOR WIDE PROJECT WEEKDAY CONDITIONS

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	23,410
St of Blue Lantern	n/o	PCH	1,080
St of Blue Lantern	s/o	PCH	1,725
PCH	w/o	St of Golden Lantern	15,385
Del Prado	w/o	St of Golden Lantern	10,210
Stonehill	w/o	St of Golden Lantern	9,350
St of Golden Lantern	n/o	Stonehill	15,450
St of Golden Lantern	PCH	Del Prado	9,785
Stonehill	St of Golden Lantern	Del Obispo St	17,090
St of Golden Lantern	Stonehill	PCH	10,608
PCH	e/o	St of Golden Lantern	14,765
Del Prado	e/o	St of Golden Lantern	12,595
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	5,745
Dana Pt Harbor Dr	w/o	Island Wy	3,250
Island Way	s/o	Dana Pt Harbor Dr	3,180
Dana Pt Harbor Dr	Island Wy	Casitas Pl	5,328
Casitas Pl	s/o	Dana Pt Harbor Dr	2,105
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	6,858
St of Golden Lantern	s/o	Dana Pt Harbor Dr	4,350
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	9,188
Puerto Pl	s/o	Dana Pt Harbor Dr	2,715
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	10,485
St of Park Lantern	n/o	Dana Pt Harbor Dr	625
St of Park Lantern	s/o	Dana Pt Harbor Dr	825
Dana Pt Harbor Dr	St of Park Lantern	PCH	11,205
PCH	w/o	Del Obispo St	28,055
Del Obispo St	PCH	Stonehill	8,985
PCH	Del Obispo St	Doheny Park Plaza	36,853
Del Obispo St	n/o	Stonehill	14,040
Stonehill	Del Obispo St	Camino Capistrano	22,655
PCH	e/o	Doheny Park Plaza	37,685
Camino Capistrano	n/o	Stonehill	18,815
Doheny Park Rd	s/o	Stonehill	19,150
PCH	w/o	I-5 SB Ramps	27,615
PCH	I-5 SB Ramps	I-5 NB Ramps	13,195
PCH	e/o	I-5 NB Ramps	9,160

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST YEAR 2012 WITHOUT PROJECT CONDITIONS WEEKDAY

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	26,340
St of Blue Lantern	n/o	PCH	1,400
St of Blue Lantern	s/o	PCH	2,155
PCH	w/o	St of Golden Lantern	17,030
Del Prado	w/o	St of Golden Lantern	11,380
Stonehill	w/o	St of Golden Lantern	10,015
St of Golden Lantern	n/o	Stonehill	16,545
St of Golden Lantern	PCH	Del Prado	10,385
Stonehill	St of Golden Lantern	Del Obispo St	18,315
St of Golden Lantern	Stonehill	PCH	11,358
PCH	e/o	St of Golden Lantern	16,305
Del Prado	e/o	St of Golden Lantern	13,935
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	5,883
Dana Pt Harbor Dr	w/o	Island Wy	3,720
Island Way	s/o	Dana Pt Harbor Dr	3,015
Dana Pt Harbor Dr	Island Wy	Casitas Pl	5,553
Casitas Pl	s/o	Dana Pt Harbor Dr	1,300
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	6,253
St of Golden Lantern	s/o	Dana Pt Harbor Dr	4,050
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	8,085
Puerto Pl	s/o	Dana Pt Harbor Dr	1,465
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	8,325
St of Park Lantern	n/o	Dana Pt Harbor Dr	675
St of Park Lantern	s/o	Dana Pt Harbor Dr	875
Dana Pt Harbor Dr	St of Park Lantern	PCH	9,070
PCH	w/o	Del Obispo St	30,880
Del Obispo St	PCH	Stonehill	9,388
PCH	Del Obispo St	Doheny Park Plaza	37,583
Del Obispo St	n/o	Stonehill	14,935
Stonehill	Del Obispo St	Camino Capistrano	24,163
PCH	e/o	Doheny Park Plaza	38,475
Camino Capistrano	n/o	Stonehill	20,170
Doheny Park Rd	s/o	Stonehill	20,530
PCH	w/o	I-5 SB Ramps	27,980
PCH	I-5 SB Ramps	I-5 NB Ramps	13,355
PCH	e/o	I-5 NB Ramps	9,820

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST YEAR 2012 WITH PROJECT CONDITIONS WEEKDAY

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	26,440
St of Blue Lantern	n/o	PCH	1,400
St of Blue Lantern	s/o	PCH	2,155
PCH	w/o	St of Golden Lantern	17,075
Del Prado	w/o	St of Golden Lantern	11,435
Stonehill	w/o	St of Golden Lantern	10,015
St of Golden Lantern	n/o	Stonehill	16,645
St of Golden Lantern	PCH	Del Prado	10,533
Stonehill	St of Golden Lantern	Del Obispo St	18,315
St of Golden Lantern	Stonehill	PCH	11,458
PCH	e/o	St of Golden Lantern	16,305
Del Prado	e/o	St of Golden Lantern	13,935
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	6,088
Dana Pt Harbor Dr	w/o	Island Wy	3,720
Island Way	s/o	Dana Pt Harbor Dr	3,015
Dana Pt Harbor Dr	Island Wy	Casitas Pl	5,553
Casitas Pl	s/o	Dana Pt Harbor Dr	1,300
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	6,253
St of Golden Lantern	s/o	Dana Pt Harbor Dr	4,705
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	8,815
Puerto Pl	s/o	Dana Pt Harbor Dr	2,845
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	10,153
St of Park Lantern	n/o	Dana Pt Harbor Dr	675
St of Park Lantern	s/o	Dana Pt Harbor Dr	875
Dana Pt Harbor Dr	St of Park Lantern	PCH	10,893
PCH	w/o	Del Obispo St	30,880
Del Obispo St	PCH	Stonehill	9,583
PCH	Del Obispo St	Doheny Park Plaza	39,208
Del Obispo St	n/o	Stonehill	15,035
Stonehill	Del Obispo St	Camino Capistrano	24,258
PCH	e/o	Doheny Park Plaza	40,100
Camino Capistrano	n/o	Stonehill	20,170
Doheny Park Rd	s/o	Stonehill	20,530
PCH	w/o	I-5 SB Ramps	29,365
PCH	I-5 SB Ramps	I-5 NB Ramps	14,050
PCH	e/o	I-5 NB Ramps	9,820

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT CONDITIONS WEEKDAY

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	31,215
St of Blue Lantern	n/o	PCH	1,625
St of Blue Lantern	s/o	PCH	2,515
PCH	w/o	St of Golden Lantern	20,245
Del Prado	w/o	St of Golden Lantern	13,505
Stonehill	w/o	St of Golden Lantern	11,985
St of Golden Lantern	n/o	Stonehill	19,760
St of Golden Lantern	PCH	Del Prado	12,388
Stonehill	St of Golden Lantern	Del Obispo St	21,910
St of Golden Lantern	Stonehill	PCH	13,558
PCH	e/o	St of Golden Lantern	19,410
Del Prado	e/o	St of Golden Lantern	16,590
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	7,018
Dana Pt Harbor Dr	w/o	Island Wy	4,440
Island Way	s/o	Dana Pt Harbor Dr	3,605
Dana Pt Harbor Dr	Island Wy	Casitas Pl	6,630
Casitas Pl	s/o	Dana Pt Harbor Dr	1,545
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	7,463
St of Golden Lantern	s/o	Dana Pt Harbor Dr	4,825
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	9,655
Puerto Pl	s/o	Dana Pt Harbor Dr	1,745
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	9,938
St of Park Lantern	n/o	Dana Pt Harbor Dr	800
St of Park Lantern	s/o	Dana Pt Harbor Dr	1,050
Dana Pt Harbor Dr	St of Park Lantern	PCH	10,838
PCH	w/o	Del Obispo St	36,770
Del Obispo St	PCH	Stonehill	11,218
PCH	Del Obispo St	Doheny Park Plaza	44,795
Del Obispo St	n/o	Stonehill	17,855
Stonehill	Del Obispo St	Camino Capistrano	28,888
PCH	e/o	Doheny Park Plaza	45,865
Camino Capistrano	n/o	Stonehill	24,120
Doheny Park Rd	s/o	Stonehill	24,550
PCH	w/o	I-5 SB Ramps	33,330
PCH	I-5 SB Ramps	I-5 NB Ramps	15,910
PCH	e/o	I-5 NB Ramps	11,735

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE

PROJECT CONDITIONS WEEKDAY ADT

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	31,315
St of Blue Lantern	n/o	PCH	1,625
St of Blue Lantern	s/o	PCH	2,515
PCH	w/o	St of Golden Lantern	20,290
Del Prado	w/o	St of Golden Lantern	13,560
Stonehill	w/o	St of Golden Lantern	11,985
St of Golden Lantern	n/o	Stonehill	19,860
St of Golden Lantern	PCH	Del Prado	12,535
Stonehill	St of Golden Lantern	Del Obispo St	21,910
St of Golden Lantern	Stonehill	PCH	13,658
PCH	e/o	St of Golden Lantern	19,410
Del Prado	e/o	St of Golden Lantern	16,590
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	7,223
Dana Pt Harbor Dr	w/o	Island Wy	4,440
Island Way	s/o	Dana Pt Harbor Dr	3,605
Dana Pt Harbor Dr	Island Wy	Casitas Pl	6,630
Casitas Pl	s/o	Dana Pt Harbor Dr	1,545
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	7,463
St of Golden Lantern	s/o	Dana Pt Harbor Dr	5,480
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	10,385
Puerto Pl	s/o	Dana Pt Harbor Dr	3,125
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	11,765
St of Park Lantern	n/o	Dana Pt Harbor Dr	800
St of Park Lantern	s/o	Dana Pt Harbor Dr	1,050
Dana Pt Harbor Dr	St of Park Lantern	PCH	12,660
PCH	w/o	Del Obispo St	36,770
Del Obispo St	PCH	Stonehill	11,413
PCH	Del Obispo St	Doheny Park Plaza	46,420
Del Obispo St	n/o	Stonehill	17,955
Stonehill	Del Obispo St	Camino Capistrano	28,983
PCH	e/o	Doheny Park Plaza	47,490
Camino Capistrano	n/o	Stonehill	24,120
Doheny Park Rd	s/o	Stonehill	24,550
PCH	w/o	I-5 SB Ramps	34,715
PCH	I-5 SB Ramps	I-5 NB Ramps	16,605
PCH	e/o	I-5 NB Ramps	11,735

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST BUILDOUT YEAR 2030 WITH HARBOR WIDE PROJECT  
CONDITIONS WEEKDAY

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	31,375
St of Blue Lantern	n/o	PCH	1,625
St of Blue Lantern	s/o	PCH	2,515
PCH	w/o	St of Golden Lantern	20,320
Del Prado	w/o	St of Golden Lantern	13,590
Stonehill	w/o	St of Golden Lantern	11,985
St of Golden Lantern	n/o	Stonehill	19,910
St of Golden Lantern	PCH	Del Prado	12,615
Stonehill	St of Golden Lantern	Del Obispo St	21,910
St of Golden Lantern	Stonehill	PCH	13,708
PCH	e/o	St of Golden Lantern	19,410
Del Prado	e/o	St of Golden Lantern	16,590
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	7,335
Dana Pt Harbor Dr	w/o	Island Wy	4,275
Island Way	s/o	Dana Pt Harbor Dr	3,970
Dana Pt Harbor Dr	Island Wy	Casitas Pl	6,830
Casitas Pl	s/o	Dana Pt Harbor Dr	2,440
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	8,560
St of Golden Lantern	s/o	Dana Pt Harbor Dr	5,480
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	11,358
Puerto Pl	s/o	Dana Pt Harbor Dr	3,095
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	12,715
St of Park Lantern	n/o	Dana Pt Harbor Dr	800
St of Park Lantern	s/o	Dana Pt Harbor Dr	1,050
Dana Pt Harbor Dr	St of Park Lantern	PCH	13,613
PCH	w/o	Del Obispo St	36,770
Del Obispo St	PCH	Stonehill	11,508
PCH	Del Obispo St	Doheny Park Plaza	47,280
Del Obispo St	n/o	Stonehill	18,005
Stonehill	Del Obispo St	Camino Capistrano	29,028
PCH	e/o	Doheny Park Plaza	48,350
Camino Capistrano	n/o	Stonehill	24,120
Doheny Park Rd	s/o	Stonehill	24,550
PCH	w/o	I-5 SB Ramps	35,445
PCH	I-5 SB Ramps	I-5 NB Ramps	16,955
PCH	e/o	I-5 NB Ramps	11,735

**Weekend**

**JN 10102529**  
**DANA POINT HARBOR - JUNE 2005**  
**ROADWAY SEGMENT ADTs**  
**EXISTING WEEKEND CONDITIONS**

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	27,555
St of Blue Lantern	n/o	PCH	1,150
St of Blue Lantern	s/o	PCH	2,875
PCH	w/o	St of Golden Lantern	12,580
Del Prado	w/o	St of Golden Lantern	16,285
Stonehill	w/o	St of Golden Lantern	7,760
St of Golden Lantern	n/o	Stonehill	19,575
St of Golden Lantern	PCH	Del Prado	16,003
Stonehill	St of Golden Lantern	Del Obispo St	13,838
St of Golden Lantern	Stonehill	PCH	15,365
PCH	e/o	St of Golden Lantern	10,395
Del Prado	e/o	St of Golden Lantern	17,655
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	9,730
Dana Pt Harbor Dr	w/o	Island Wy	6,485
Island Way	s/o	Dana Pt Harbor Dr	3,870
Dana Pt Harbor Dr	Island Wy	Casitas Pl	8,950
Casitas Pl	s/o	Dana Pt Harbor Dr	2,215
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	10,130
St of Golden Lantern	s/o	Dana Pt Harbor Dr	10,075
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	13,693
Puerto Pl	s/o	Dana Pt Harbor Dr	1,835
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	13,733
St of Park Lantern	n/o	Dana Pt Harbor Dr	1,975
St of Park Lantern	s/o	Dana Pt Harbor Dr	2,320
Dana Pt Harbor Dr	St of Park Lantern	PCH	13,250
PCH	w/o	Del Obispo St	28,390
Del Obispo St	PCH	Stonehill	11,185
PCH	Del Obispo St	Doheny Park Plaza	32,410
Del Obispo St	n/o	Stonehill	14,380
Stonehill	Del Obispo St	Camino Capistrano	18,665
PCH	e/o	Doheny Park Plaza	32,780
Camino Capistrano	n/o	Stonehill	22,260
Doheny Park Rd	s/o	Stonehill	25,685
PCH	w/o	I-5 SB Ramps	27,105
PCH	I-5 SB Ramps	I-5 NB Ramps	10,955
PCH	e/o	I-5 NB Ramps	6,845



JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	27,655
St of Blue Lantern	n/o	PCH	1,150
St of Blue Lantern	s/o	PCH	2,875
PCH	w/o	St of Golden Lantern	12,625
Del Prado	w/o	St of Golden Lantern	16,340
Stonehill	w/o	St of Golden Lantern	7,760
St of Golden Lantern	n/o	Stonehill	19,675
St of Golden Lantern	PCH	Del Prado	16,150
Stonehill	St of Golden Lantern	Del Obispo St	13,838
St of Golden Lantern	Stonehill	PCH	15,465
PCH	e/o	St of Golden Lantern	10,395
Del Prado	e/o	St of Golden Lantern	17,655
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	9,935
Dana Pt Harbor Dr	w/o	Island Wy	6,485
Island Way	s/o	Dana Pt Harbor Dr	3,870
Dana Pt Harbor Dr	Island Wy	Casitas Pl	8,950
Casitas Pl	s/o	Dana Pt Harbor Dr	2,215
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	10,130
St of Golden Lantern	s/o	Dana Pt Harbor Dr	10,730
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	14,423
Puerto Pl	s/o	Dana Pt Harbor Dr	3,215
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	15,560
St of Park Lantern	n/o	Dana Pt Harbor Dr	1,975
St of Park Lantern	s/o	Dana Pt Harbor Dr	2,320
Dana Pt Harbor Dr	St of Park Lantern	PCH	15,073
PCH	w/o	Del Obispo St	28,390
Del Obispo St	PCH	Stonehill	11,380
PCH	Del Obispo St	Doheny Park Plaza	34,035
Del Obispo St	n/o	Stonehill	14,480
Stonehill	Del Obispo St	Camino Capistrano	18,760
PCH	e/o	Doheny Park Plaza	34,405
Camino Capistrano	n/o	Stonehill	22,260
Doheny Park Rd	s/o	Stonehill	25,685
PCH	w/o	I-5 SB Ramps	28,490
PCH	I-5 SB Ramps	I-5 NB Ramps	11,650
PCH	e/o	I-5 NB Ramps	6,845

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

EXISTING WITH HARBOR WIDE PROJECT WEEKEND CONDITIONS

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	27,715
St of Blue Lantern	n/o	PCH	1,150
St of Blue Lantern	s/o	PCH	2,875
PCH	w/o	St of Golden Lantern	12,655
Del Prado	w/o	St of Golden Lantern	16,370
Stonehill	w/o	St of Golden Lantern	7,760
St of Golden Lantern	n/o	Stonehill	19,725
St of Golden Lantern	PCH	Del Prado	16,230
Stonehill	St of Golden Lantern	Del Obispo St	13,838
St of Golden Lantern	Stonehill	PCH	15,515
PCH	e/o	St of Golden Lantern	10,395
Del Prado	e/o	St of Golden Lantern	17,655
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	10,048
Dana Pt Harbor Dr	w/o	Island Wy	6,320
Island Way	s/o	Dana Pt Harbor Dr	4,235
Dana Pt Harbor Dr	Island Wy	Casitas Pl	9,150
Casitas Pl	s/o	Dana Pt Harbor Dr	3,110
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	11,228
St of Golden Lantern	s/o	Dana Pt Harbor Dr	10,730
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	15,395
Puerto Pl	s/o	Dana Pt Harbor Dr	3,185
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	16,510
St of Park Lantern	n/o	Dana Pt Harbor Dr	1,975
St of Park Lantern	s/o	Dana Pt Harbor Dr	2,320
Dana Pt Harbor Dr	St of Park Lantern	PCH	16,025
PCH	w/o	Del Obispo St	28,390
Del Obispo St	PCH	Stonehill	11,475
PCH	Del Obispo St	Doheny Park Plaza	34,895
Del Obispo St	n/o	Stonehill	14,530
Stonehill	Del Obispo St	Camino Capistrano	18,805
PCH	e/o	Doheny Park Plaza	35,265
Camino Capistrano	n/o	Stonehill	22,260
Doheny Park Rd	s/o	Stonehill	25,685
PCH	w/o	I-5 SB Ramps	29,220
PCH	I-5 SB Ramps	I-5 NB Ramps	12,000
PCH	e/o	I-5 NB Ramps	6,845

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST YEAR 2012 WITHOUT PROJECT CONDITIONS WEEKEND

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	30,950
St of Blue Lantern	n/o	PCH	1,480
St of Blue Lantern	s/o	PCH	3,430
PCH	w/o	St of Golden Lantern	14,100
Del Prado	w/o	St of Golden Lantern	18,035
Stonehill	w/o	St of Golden Lantern	8,320
St of Golden Lantern	n/o	Stonehill	21,140
St of Golden Lantern	PCH	Del Prado	17,290
Stonehill	St of Golden Lantern	Del Obispo St	14,835
St of Golden Lantern	Stonehill	PCH	16,623
PCH	e/o	St of Golden Lantern	11,625
Del Prado	e/o	St of Golden Lantern	19,365
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	10,523
Dana Pt Harbor Dr	w/o	Island Wy	7,020
Island Way	s/o	Dana Pt Harbor Dr	4,150
Dana Pt Harbor Dr	Island Wy	Casitas Pl	9,658
Casitas Pl	s/o	Dana Pt Harbor Dr	2,375
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	10,933
St of Golden Lantern	s/o	Dana Pt Harbor Dr	10,885
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	14,738
Puerto Pl	s/o	Dana Pt Harbor Dr	1,965
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	14,785
St of Park Lantern	n/o	Dana Pt Harbor Dr	2,125
St of Park Lantern	s/o	Dana Pt Harbor Dr	2,485
Dana Pt Harbor Dr	St of Park Lantern	PCH	14,238
PCH	w/o	Del Obispo St	31,225
Del Obispo St	PCH	Stonehill	12,035
PCH	Del Obispo St	Doheny Park Plaza	35,480
Del Obispo St	n/o	Stonehill	15,440
Stonehill	Del Obispo St	Camino Capistrano	20,033
PCH	e/o	Doheny Park Plaza	35,875
Camino Capistrano	n/o	Stonehill	23,870
Doheny Park Rd	s/o	Stonehill	27,535
PCH	w/o	I-5 SB Ramps	29,705
PCH	I-5 SB Ramps	I-5 NB Ramps	12,075
PCH	e/o	I-5 NB Ramps	7,335

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST YEAR 2012 WITH COMM CORE CONDITIONS WEEKEND

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	31,050
St of Blue Lantern	n/o	PCH	1,480
St of Blue Lantern	s/o	PCH	3,430
PCH	w/o	St of Golden Lantern	14,145
Del Prado	w/o	St of Golden Lantern	18,090
Stonehill	w/o	St of Golden Lantern	8,320
St of Golden Lantern	n/o	Stonehill	21,240
St of Golden Lantern	PCH	Del Prado	17,438
Stonehill	St of Golden Lantern	Del Obispo St	14,835
St of Golden Lantern	Stonehill	PCH	16,723
PCH	e/o	St of Golden Lantern	11,625
Del Prado	e/o	St of Golden Lantern	19,365
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	10,728
Dana Pt Harbor Dr	w/o	Island Wy	7,020
Island Way	s/o	Dana Pt Harbor Dr	4,150
Dana Pt Harbor Dr	Island Wy	Casitas Pl	9,658
Casitas Pl	s/o	Dana Pt Harbor Dr	2,375
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	10,933
St of Golden Lantern	s/o	Dana Pt Harbor Dr	11,540
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	15,468
Puerto Pl	s/o	Dana Pt Harbor Dr	3,345
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	16,613
St of Park Lantern	n/o	Dana Pt Harbor Dr	2,125
St of Park Lantern	s/o	Dana Pt Harbor Dr	2,485
Dana Pt Harbor Dr	St of Park Lantern	PCH	16,060
PCH	w/o	Del Obispo St	31,225
Del Obispo St	PCH	Stonehill	12,230
PCH	Del Obispo St	Doheny Park Plaza	37,105
Del Obispo St	n/o	Stonehill	15,540
Stonehill	Del Obispo St	Camino Capistrano	20,128
PCH	e/o	Doheny Park Plaza	37,500
Camino Capistrano	n/o	Stonehill	23,870
Doheny Park Rd	s/o	Stonehill	27,535
PCH	w/o	I-5 SB Ramps	31,090
PCH	I-5 SB Ramps	I-5 NB Ramps	12,770
PCH	e/o	I-5 NB Ramps	7,335

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT CONDITIONS WEEKEND

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	36,725
St of Blue Lantern	n/o	PCH	1,715
St of Blue Lantern	s/o	PCH	4,040
PCH	w/o	St of Golden Lantern	16,735
Del Prado	w/o	St of Golden Lantern	21,450
Stonehill	w/o	St of Golden Lantern	9,950
St of Golden Lantern	n/o	Stonehill	25,250
St of Golden Lantern	PCH	Del Prado	20,650
Stonehill	St of Golden Lantern	Del Obispo St	17,745
St of Golden Lantern	Stonehill	PCH	19,850
PCH	e/o	St of Golden Lantern	13,805
Del Prado	e/o	St of Golden Lantern	23,075
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	12,565
Dana Pt Harbor Dr	w/o	Island Wy	8,370
Island Way	s/o	Dana Pt Harbor Dr	4,965
Dana Pt Harbor Dr	Island Wy	Casitas Pl	11,533
Casitas Pl	s/o	Dana Pt Harbor Dr	2,840
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	13,058
St of Golden Lantern	s/o	Dana Pt Harbor Dr	13,010
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	17,613
Puerto Pl	s/o	Dana Pt Harbor Dr	2,355
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	17,665
St of Park Lantern	n/o	Dana Pt Harbor Dr	2,530
St of Park Lantern	s/o	Dana Pt Harbor Dr	2,975
Dana Pt Harbor Dr	St of Park Lantern	PCH	17,018
PCH	w/o	Del Obispo St	37,185
Del Obispo St	PCH	Stonehill	14,375
PCH	Del Obispo St	Doheny Park Plaza	42,288
Del Obispo St	n/o	Stonehill	18,445
Stonehill	Del Obispo St	Camino Capistrano	23,938
PCH	e/o	Doheny Park Plaza	42,760
Camino Capistrano	n/o	Stonehill	28,540
Doheny Park Rd	s/o	Stonehill	32,925
PCH	w/o	I-5 SB Ramps	35,395
PCH	I-5 SB Ramps	I-5 NB Ramps	14,380
PCH	e/o	I-5 NB Ramps	8,785

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE

PROJECT CONDITIONS WEEKEND

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	36,825
St of Blue Lantern	n/o	PCH	1,715
St of Blue Lantern	s/o	PCH	4,040
PCH	w/o	St of Golden Lantern	16,780
Del Prado	w/o	St of Golden Lantern	21,505
Stonehill	w/o	St of Golden Lantern	9,950
St of Golden Lantern	n/o	Stonehill	25,350
St of Golden Lantern	PCH	Del Prado	20,798
Stonehill	St of Golden Lantern	Del Obispo St	17,745
St of Golden Lantern	Stonehill	PCH	19,950
PCH	e/o	St of Golden Lantern	13,805
Del Prado	e/o	St of Golden Lantern	23,075
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	12,770
Dana Pt Harbor Dr	w/o	Island Wy	8,370
Island Way	s/o	Dana Pt Harbor Dr	4,965
Dana Pt Harbor Dr	Island Wy	Casitas Pl	11,533
Casitas Pl	s/o	Dana Pt Harbor Dr	2,840
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	13,058
St of Golden Lantern	s/o	Dana Pt Harbor Dr	13,665
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	18,343
Puerto Pl	s/o	Dana Pt Harbor Dr	3,735
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	19,493
St of Park Lantern	n/o	Dana Pt Harbor Dr	2,530
St of Park Lantern	s/o	Dana Pt Harbor Dr	2,975
Dana Pt Harbor Dr	St of Park Lantern	PCH	18,840
PCH	w/o	Del Obispo St	37,185
Del Obispo St	PCH	Stonehill	14,570
PCH	Del Obispo St	Doheny Park Plaza	43,913
Del Obispo St	n/o	Stonehill	18,545
Stonehill	Del Obispo St	Camino Capistrano	24,033
PCH	e/o	Doheny Park Plaza	44,385
Camino Capistrano	n/o	Stonehill	28,540
Doheny Park Rd	s/o	Stonehill	32,925
PCH	w/o	I-5 SB Ramps	36,780
PCH	I-5 SB Ramps	I-5 NB Ramps	15,075
PCH	e/o	I-5 NB Ramps	8,785

JN 10102529

DANA POINT HARBOR - JUNE 2005

ROADWAY SEGMENT ADTs

FORECAST BUILDOUT YEAR 2030 WITH HARBOR WIDE PROJECT

CONDITIONS WEEKEND ADT

Roadway	Between		ADT
PCH	w/o	St of Blue Lantern	36,885
St of Blue Lantern	n/o	PCH	1,715
St of Blue Lantern	s/o	PCH	4,040
PCH	w/o	St of Golden Lantern	16,810
Del Prado	w/o	St of Golden Lantern	21,535
Stonehill	w/o	St of Golden Lantern	9,950
St of Golden Lantern	n/o	Stonehill	25,400
St of Golden Lantern	PCH	Del Prado	20,878
Stonehill	St of Golden Lantern	Del Obispo St	17,745
St of Golden Lantern	Stonehill	PCH	20,000
PCH	e/o	St of Golden Lantern	13,805
Del Prado	e/o	St of Golden Lantern	23,075
St of Golden Lantern	Del Prado	Dana Pt Harbor Dr	12,883
Dana Pt Harbor Dr	w/o	Island Wy	8,205
Island Way	s/o	Dana Pt Harbor Dr	5,330
Dana Pt Harbor Dr	Island Wy	Casitas Pl	11,733
Casitas Pl	s/o	Dana Pt Harbor Dr	3,735
Dana Pt Harbor Dr	Casitas Pl	St of Golden Lantern	14,155
St of Golden Lantern	s/o	Dana Pt Harbor Dr	13,665
Dana Pt Harbor Dr	St of Golden Lantern	Puerto Pl	19,315
Puerto Pl	s/o	Dana Pt Harbor Dr	3,705
Dana Pt Harbor Dr	Puerto Pl	St of Park Lantern	20,443
St of Park Lantern	n/o	Dana Pt Harbor Dr	2,530
St of Park Lantern	s/o	Dana Pt Harbor Dr	2,975
Dana Pt Harbor Dr	St of Park Lantern	PCH	19,793
PCH	w/o	Del Obispo St	37,185
Del Obispo St	PCH	Stonehill	14,665
PCH	Del Obispo St	Doheny Park Plaza	44,773
Del Obispo St	n/o	Stonehill	18,595
Stonehill	Del Obispo St	Camino Capistrano	24,078
PCH	e/o	Doheny Park Plaza	45,245
Camino Capistrano	n/o	Stonehill	28,540
Doheny Park Rd	s/o	Stonehill	32,925
PCH	w/o	I-5 SB Ramps	37,510
PCH	I-5 SB Ramps	I-5 NB Ramps	15,425
PCH	e/o	I-5 NB Ramps	8,785

## **APPENDIX B**

### **LOS Analysis Sheets**



## **Existing Conditions**

A-EX-AM Wed Jul 6, 2005 08:18:32 Page 3-1

DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	12	16	33	4	3	5	787	10	35	1291	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:	35	12	16	33	4	3	5	787	10	35	1291	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	12	16	33	4	3	5	787	10	35	1291	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	12	16	33	4	3	5	787	10	35	1291	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	12	16	33	4	3	5	787	10	35	1291	26

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3357	43	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.01	0.01	0.02	0.00	0.00	0.00	0.23	0.23	0.02	0.38	0.02
Crit Moves:	****			****			****			****		

\*\*\*\*\*

A-EX-AM Wed Jul 6, 2005 08:18:32 Page 4-1

DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	27	227	58	253	492	89	58	312	31	103	279	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	227	58	253	492	89	58	312	31	103	279	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	227	58	253	492	89	58	312	31	103	279	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	227	58	253	492	89	58	312	31	103	279	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	27	227	58	253	492	89	58	312	31	103	279	235

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.03	0.15	0.14	0.05	0.03	0.09	0.02	0.06	0.08	0.14
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM

Base Vol:	79	78	0	0	391	258	0	0	0	89	1190	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	78	0	0	391	258	0	0	0	89	1190	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	78	0	0	391	258	0	0	0	89	1190	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	78	0	0	391	258	0	0	0	89	1190	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	79	78	0	0	391	258	0	0	0	89	1190	128

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.02	0.00	0.00	0.08	0.15	0.00	0.00	0.00	0.05	0.23	0.08
Crit Moves:	****			****						****		

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*

Approach:	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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	1	2	0	2	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM

Base Vol:	0	110	30	368	121	0	92	687	75	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	110	30	368	121	0	92	687	75	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	110	0	368	121	0	92	687	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	0	368	121	0	92	687	75	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 Vol.:	0	110	0	368	121	0	92	687	75	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.00	0.11	0.04	0.00	0.05	0.13	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[ 10.0]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	17	0	75	0	0	0	0	158	24	89	154	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:	17	0	75	0	0	0	0	158	24	89	154	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:	17	0	75	0	0	0	0	158	24	89	154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	0	75	0	0	0	0	158	24	89	154	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	413	xxxx	158	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	182	xxxx	xxxx
Potent Cap.:	599	xxxx	893	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1405	xxxx	xxxx
Move Cap.:	570	xxxx	893	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1405	xxxx	xxxx
Volume/Cap:	0.03	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	808	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.0		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[ 9.7]  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	4	0	25	0	0	0	0	201	19	53	245	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:	4	0	25	0	0	0	0	201	19	53	245	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:	4	0	25	0	0	0	0	201	19	53	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	0	25	0	0	0	0	201	19	53	245	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	430	xxxx	201	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	220	xxxx	xxxx
Potent Cap.:	586	xxxx	845	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1361	xxxx	xxxx
Move Cap.:	569	xxxx	845	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1361	xxxx	xxxx
Volume/Cap:	0.01	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	792	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.7		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	A		*			*			*			

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.225  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 8:00-9:00 AM

Base Vol:	30	39	40	45	82	89	58	162	9	105	180	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	39	40	45	82	89	58	162	9	105	180	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	39	40	45	82	89	58	162	9	105	180	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	39	40	45	82	89	58	162	9	105	180	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	30	39	40	45	82	89	58	162	9	105	180	89

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.03	0.05	0.03	0.05	0.01	0.06	0.05	0.05
Crit Moves:	****			****		****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[ 10.4]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	17	0	24	0	0	0	0	218	30	23	331	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:	17	0	24	0	0	0	0	218	30	23	331	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:	17	0	24	0	0	0	0	218	30	23	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	0	24	0	0	0	0	218	30	23	331	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	445	xxxx	124	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	248	xxxx	xxxx
Potent Cap.:	547	xxxx	910	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1330	xxxx	xxxx
Move Cap.:	540	xxxx	910	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1330	xxxx	xxxx
Volume/Cap:	0.03	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxxx	709	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	0.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.4		xxxxxx			xxxxxx			xxxxxx		xxxxxx	
ApproachLOS:	B		*			*			*		*	

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.161  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 15 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	1	0	19	9	0	10	7	233	4	30	347	12
Growth Adj:	1.00	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	19	9	0	10	7	233	4	30	347	12
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:	1	0	0	9	0	10	7	233	4	30	347	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	9	0	10	7	233	4	30	347	12
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 Vol.:	1	0	0	9	0	10	7	233	4	30	347	12

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.47	0.00	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	805	0	895	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.07	0.00	0.02	0.10	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

A-EX-AM Wed Jul 6, 2005 08:18:32 Page 12-1

DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	82	187	119	391	321	97	206	841	76	71	495	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	187	119	391	321	97	206	841	76	71	495	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	187	119	391	321	97	206	841	76	71	495	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	187	119	391	321	97	206	841	76	71	495	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	82	187	119	391	321	97	206	841	76	71	495	157

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2078	1322	1700	2611	789	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.09	0.23	0.12	0.12	0.12	0.25	0.04	0.04	0.15	0.09
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 38 63 174 207 67 121 100 947 68 290 1342 161  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 38 63 174 207 67 121 100 947 68 290 1342 161  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 38 63 174 207 67 121 100 947 68 290 1342 161  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 38 63 174 207 67 121 100 947 68 290 1342 161  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 38 63 174 207 67 121 100 947 68 290 1342 161

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 2.00 1.00 1.00 1.00 2.00 1.00 2.00 1.79 0.21  
 Final Sat.: 1700 1700 1700 3400 1700 1700 1700 3400 1700 3400 3036 364

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.04 0.10 0.06 0.04 0.07 0.06 0.28 0.04 0.09 0.44 0.44  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0	2	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 0 0 0 16 0 16 24 1487 0 34 1744 38  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 16 0 16 24 1487 0 34 1744 38  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 16 0 16 24 1487 0 34 1744 38  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 16 0 16 24 1487 0 34 1744 38  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 16 0 16 24 1487 0 34 1744 38

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 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 0.50 0.00 0.50 1.00 2.00 0.00 1.00 1.96 0.04  
 Final Sat.: 0 0 0 850 0 850 1700 3400 0 1700 3327 73

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.01 0.44 0.00 0.02 0.52 0.52  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 73 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 380 390 258 53 341 419 232 695 237 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: 380 390 258 53 341 419 232 695 237 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: 380 390 258 53 341 419 232 695 237 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 380 390 258 53 341 419 232 695 237 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 Vol.: 380 390 258 53 341 419 232 695 237 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 0.60 0.40 1.00 2.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00  
 Final Sat.: 3400 1023 677 1700 3400 1700 1700 1700 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.38 0.38 0.03 0.10 0.25 0.14 0.41 0.14 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.235  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 0 0 0 127 0 0 0 501 948 0 189 89  
 Growth Adj: 1.00 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 0 127 0 0 0 501 948 0 189 89  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 127 0 0 0 501 0 0 189 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 127 0 0 0 501 0 0 189 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 127 0 0 0 501 0 0 189 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.00 0.15 0.00 0.00 0.11 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*



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Wed Jul 6, 2005 08:18:32

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1 (PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.254  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	34	36	0	94	28	218	408	0	615	11
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:	16	7	34	36	0	94	28	218	0	0	615	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	7	34	36	0	94	28	218	0	0	615	11
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
Final Vol.:	16	7	34	36	0	94	28	218	0	0	615	11

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.30	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1183	517	1700	1700	0	1700	1700	3400	1700	0	5010	90

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.01	0.02	0.02	0.00	0.06	0.02	0.06	0.00	0.00	0.12	0.12
Crit Moves:	****			****			****			****		

\*\*\*\*\*

A-EX-PM Wed Jul 6, 2005 08:18:44 Page 3-1

DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.503  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
Growth Adj:	1.00	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	28	71	28	9	4	21	1175	14	76	1270	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	28	71	28	9	4	21	1175	14	76	1270	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	35	28	71	28	9	4	21	1175	14	76	1270	43

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3360	40	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.04	0.02	0.01	0.00	0.01	0.35	0.35	0.04	0.37	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 5:00-6:00 PM

Base Vol:	36	446	86	240	467	97	93	392	76	128	380	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	446	86	240	467	97	93	392	76	128	380	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	446	86	240	467	97	93	392	76	128	380	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	446	86	240	467	97	93	392	76	128	380	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	36	446	86	240	467	97	93	392	76	128	380	363

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.05	0.14	0.14	0.06	0.05	0.12	0.04	0.08	0.11	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 233 334 0 0 412 211 0 0 0 261 1091 194  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 233 334 0 0 412 211 0 0 0 261 1091 194  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.10 0.00 0.00 0.08 0.12 0.00 0.00 0.00 0.15 0.21 0.11  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

Approach:	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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 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: 0 487 31 453 188 0 127 950 86 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: 0 487 0 453 188 0 127 950 86 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 487 0 453 188 0 127 950 86 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 Vol.: 0 487 0 453 188 0 127 950 86 0 0 0  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.14 0.00 0.13 0.06 0.00 0.07 0.19 0.05 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #105 ISLAND WAY/DANA POINT HARBOR DR

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[ 10.8]

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 0 0 0	0 0 1 0 1	1 0 2 0 0

Volume Module:	Base Vol:	Growth Adj:	Initial Bse:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
	37 0 164	1.00 1.00 1.00	37 0 164	1.00 1.00 1.00	1.00 1.00 1.00	37 0 164	0 0 0	37 0 164
	0 0 0	1.00 1.00 1.00	0 0 0	1.00 1.00 1.00	1.00 1.00 1.00	0 0 0	0 0 0	0 0 0
	0 126 39	1.00 1.00 1.00	0 126 39	1.00 1.00 1.00	1.00 1.00 1.00	0 126 39	0 0 0	0 126 39
	118 128 0	1.00 1.00 1.00	118 128 0	1.00 1.00 1.00	1.00 1.00 1.00	118 128 0	0 0 0	118 128 0

Critical Gap Module:	Critical Gp:	FollowUpTim:
	6.4 xxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxx xxxxx	3.5 xxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:	Cnflct Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
	426 xxxx 126 xxxxx xxxxx xxxxx xxxxx xxxxx 165 xxxx xxxxx	589 xxxx 930 xxxxx xxxxx xxxxx xxxxx xxxxx 1426 xxxx xxxxx	552 xxxx 930 xxxxx xxxxx xxxxx xxxxx xxxxx 1426 xxxx xxxxx	0.07 xxxx 0.18 xxxxx xxxxx xxxxx xxxxx xxxxx 0.08 xxxx xxxxx

Level Of Service Module:	Queue:	Stopped Del:	LOS by Move:	Movement:	Shared Cap.:	SharedQueue:	Shrd StpDel:	Shared LOS:	ApproachDel:	ApproachLOS:
	xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxx xxxxx	xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.8 xxxx xxxxx	* * * * * A * *	LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT	xxxx 826 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxx 1.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxx 10.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	* B * * * * * * * *	10.8 xxxxxxx xxxxxxx xxxxxxx xxxxxxx	B * * * *

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[ 11.3]

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 0 0 0	0 0 1 0 1	1 0 2 0 0

Volume Module:	Base Vol:	Growth Adj:	Initial Bse:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
	15 0 25	1.00 1.00 1.00	15 0 25	1.00 1.00 1.00	1.00 1.00 1.00	15 0 25	0 0 0	15 0 25
	0 0 0	1.00 1.00 1.00	0 0 0	1.00 1.00 1.00	1.00 1.00 1.00	0 0 0	0 0 0	0 0 0
	0 288 23	1.00 1.00 1.00	0 288 23	1.00 1.00 1.00	1.00 1.00 1.00	0 288 23	0 0 0	0 288 23
	78 244 0	1.00 1.00 1.00	78 244 0	1.00 1.00 1.00	1.00 1.00 1.00	78 244 0	0 0 0	78 244 0

Critical Gap Module:	Critical Gp:	FollowUpTim:
	6.4 xxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxx xxxxx	3.5 xxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:	Cnflct Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
	566 xxxx 288 xxxxx xxxxx xxxxx xxxxx xxxxx 311 xxxx xxxxx	489 xxxx 756 xxxxx xxxxx xxxxx xxxxx xxxxx 1261 xxxx xxxxx	466 xxxx 756 xxxxx xxxxx xxxxx xxxxx xxxxx 1261 xxxx xxxxx	0.03 xxxx 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx 0.06 xxxx xxxxx

Level Of Service Module:	Queue:	Stopped Del:	LOS by Move:	Movement:	Shared Cap.:	SharedQueue:	Shrd StpDel:	Shared LOS:	ApproachDel:	ApproachLOS:
	xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxx xxxxx	xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.0 xxxx xxxxx	* * * * * A * *	LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT	xxxx 613 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxx 11.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	* B * * * * * * * *	11.3 xxxxxxx xxxxxxx xxxxxxx xxxxxxx	B * * *

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.336  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 4:00-5:00 PM  
Base Vol: 19 86 126 179 75 94 116 162 14 114 212 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: 19 86 126 179 75 94 116 162 14 114 212 83  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 19 86 126 179 75 94 116 162 14 114 212 83  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 19 86 126 179 75 94 116 162 14 114 212 83  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 19 86 126 179 75 94 116 162 14 114 212 83

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1700 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
Vol/Sat: 0.01 0.05 0.07 0.11 0.04 0.06 0.07 0.05 0.01 0.07 0.06 0.05  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[ 12.5]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:  
Base Vol: 26 0 71 0 0 0 0 436 39 43 400 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: 26 0 71 0 0 0 0 436 39 43 400 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: 26 0 71 0 0 0 0 436 39 43 400 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 26 0 71 0 0 0 0 436 39 43 400 0

Critical Gap Module:  
Critical Gp: 6.8 xxxx 6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx  
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:  
Cnflct Vol: 742 xxxx 238 xxxx xxxx xxxxx xxxx xxxx xxxxx 475 xxxx xxxxx  
Potent Cap.: 356 xxxx 770 xxxx xxxx xxxxx xxxx xxxx xxxxx 1098 xxxx xxxxx  
Move Cap.: 345 xxxx 770 xxxx xxxx xxxxx xxxx xxxx xxxxx 1098 xxxx xxxxx  
Volume/Cap: 0.08 xxxx 0.09 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.04 xxxx xxxxx

Level Of Service Module:  
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx  
Stopped Del: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.4 xxxx xxxxx  
LOS by Move: \* \* \* \* \* \* \* \* \* \* A \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxx 579 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx  
SharedQueue: xxxxx 0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  
Shrd StpDel: xxxxx 12.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  
Shared LOS: \* B \* \* \* \* \* \* \* \* \* \*  
ApproachDel: 12.5 xxxxxx xxxxxx xxxxxx  
ApproachLOS: B \* \* \*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.252  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	19	1	18	34	0	12	8	451	20	53	425	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:	19	1	18	34	0	12	8	451	20	53	425	32
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:	19	1	0	34	0	12	8	451	20	53	425	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	34	0	12	8	451	20	53	425	32
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 Vol.:	19	1	0	34	0	12	8	451	20	53	425	32

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1257	0	443	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.03	0.00	0.13	0.01	0.03	0.13	0.02
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: B

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	158	181	114	230	235	133	194	650	98	159	977	446
Growth Adj:	1.00	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	181	114	230	235	133	194	650	98	159	977	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	181	114	230	235	133	194	650	98	159	977	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	181	114	230	235	133	194	650	98	159	977	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	158	181	114	230	235	133	194	650	98	159	977	446

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	1.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2086	1314	1700	2171	1229	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.09	0.09	0.14	0.11	0.11	0.11	0.19	0.06	0.09	0.29	0.26
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 74 122 344 247 131 104 167 1247 67 271 1336 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: 74 122 344 247 131 104 167 1247 67 271 1336 187  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 74 122 344 247 131 104 167 1247 67 271 1336 187  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 74 122 344 247 131 104 167 1247 67 271 1336 187  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 74 122 344 247 131 104 167 1247 67 271 1336 187

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 2.00 1.00 1.00 1.00 2.00 1.00 2.00 1.75 0.25  
 Final Sat.: 1700 1700 1700 3400 1700 1700 1700 3400 1700 3400 2983 417

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.07 0.20 0.07 0.08 0.06 0.10 0.37 0.04 0.08 0.45 0.45  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	2	0	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM  
 Base Vol: 0 0 0 29 0 48 56 1732 0 24 1887 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: 0 0 0 29 0 48 56 1732 0 24 1887 49  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 29 0 48 56 1732 0 24 1887 49  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 29 0 48 56 1732 0 24 1887 49  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 0 0 0 29 0 48 56 1732 0 24 1887 49

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 0.38 0.00 0.62 1.00 2.00 0.00 1.00 1.95 0.05  
 Final Sat.: 0 0 0 640 0 1060 1700 3400 0 1700 3314 86

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.05 0.03 0.51 0.00 0.01 0.57 0.57  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 163 Level Of Service: C

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

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	522	298	348	233	715	855	227	448	341	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:	522	298	348	233	715	855	227	448	341	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:	522	298	348	233	715	855	227	448	341	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	298	348	233	715	855	227	448	341	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 Vol.:	522	298	348	233	715	855	227	448	341	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.46	0.54	1.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3400	784	916	1700	3400	1700	1700	1700	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.38	0.38	0.14	0.21	0.50	0.13	0.26	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

Base Vol:	0	0	0	334	0	0	0	602	1248	0	155	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	334	0	0	0	602	1248	0	155	79
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	334	0	0	0	602	0	0	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	0	0	0	602	0	0	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	334	0	0	0	602	0	0	155	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.18	0.00	0.00	0.09	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*



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DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.238  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	3	27	86		4	0	76		75	459	431		0	361	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:	3	27	86		4	0	76		75	459	431		0	361	8	
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:	3	27	86		4	0	76		75	459	0		0	361	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	27	86		4	0	76		75	459	0		0	361	8	
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	
Final Vol.:	3	27	86		4	0	76		75	459	0		0	361	8	

Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.10	0.90	1.00		1.00	0.00	1.00		1.00	2.00	1.00		0.00	2.93	0.07	
Final Sat.:	170	1530	1700		1700	0	1700		1700	3400	1700		0	4989	111	

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.00	0.02	0.05		0.00	0.00	0.04		0.04	0.14	0.00		0.00	0.07	0.07	
Crit Moves:	****	****	****		****	****	****		****	****	****		****	****	****	

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B-EX-NOON Wed Jul 6, 2005 08:18:56 Page 3-1

DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*

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

Volume Module:

Base Vol:	61	18	71	41	6	5	23	1647	18	81	1156	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	18	71	41	6	5	23	1647	18	81	1156	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	18	71	41	6	5	23	1647	18	81	1156	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	18	71	41	6	5	23	1647	18	81	1156	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	18	71	41	6	5	23	1647	18	81	1156	22

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	3363	37	1700	3400	1700	

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.04	0.02	0.00	0.00	0.01	0.49	0.49	0.05	0.34	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	46	537	52	311	864	83	50	282	39	119	293	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	537	52	311	864	83	50	282	39	119	293	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	537	52	311	864	83	50	282	39	119	293	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	537	52	311	864	83	50	282	39	119	293	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	46	537	52	311	864	83	50	282	39	119	293	247

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.03	0.18	0.25	0.05	0.03	0.08	0.02	0.07	0.09	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap. (X): 0.534  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM  
 Base Vol: 299 436 0 0 712 278 0 0 0 162 736 169  
 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: 299 436 0 0 712 278 0 0 0 162 736 169  
 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: 299 436 0 0 712 278 0 0 0 162 736 169  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 299 436 0 0 712 278 0 0 0 162 736 169  
 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  
 Final Vol.: 299 436 0 0 712 278 0 0 0 162 736 169

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.13 0.00 0.00 0.14 0.16 0.00 0.00 0.00 0.10 0.14 0.10  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap. (X): 0.601  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM  
 Base Vol: 0 424 39 645 285 0 319 1209 220 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: 0 424 39 645 285 0 319 1209 220 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: 0 424 0 645 285 0 319 1209 220 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 424 0 645 285 0 319 1209 220 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 Vol.: 0 424 0 645 285 0 319 1209 220 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.12 0.00 0.19 0.08 0.00 0.19 0.24 0.13 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B [ 12.4]  
\*\*\*\*\*

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	0	1	0	0	0

Volume Module:

Base Vol:	29	0	126	0	0	0	0	260	50	162	292	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:	29	0	126	0	0	0	0	260	50	162	292	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:	29	0	126	0	0	0	0	260	50	162	292	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	126	0	0	0	0	260	50	162	292	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	730	xxxx	260	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	310	xxxx	xxxxx
Potent Cap.:	392	xxxx	784	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1262	xxxx	xxxxx
Move Cap.:	354	xxxx	784	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1262	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.16	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.13	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	638	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.4		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B [ 12.6]  
\*\*\*\*\*

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	0	1	0	0	0

Volume Module:

Base Vol:	14	0	52	0	0	0	0	374	17	126	440	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:	14	0	52	0	0	0	0	374	17	126	440	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:	14	0	52	0	0	0	0	374	17	126	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	14	0	52	0	0	0	0	374	17	126	440	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	846	xxxx	374	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	391	xxxx	xxxxx
Potent Cap.:	335	xxxx	677	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1179	xxxx	xxxxx
Move Cap.:	308	xxxx	677	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1179	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	0.08	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.11	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	540	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.6		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): XXXXXX  
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	57	258	136	174	187	113	137	267	27	311	391	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:	57	258	136	174	187	113	137	267	27	311	391	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:	57	258	136	174	187	113	137	267	27	311	391	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	258	136	174	187	113	137	267	27	311	391	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
Final Vol.:	57	258	136	174	187	113	137	267	27	311	391	93

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.15	0.08	0.10	0.11	0.07	0.08	0.08	0.02	0.18	0.12	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B [ 14.7]

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	21	0	46	0	0	0	0	521	31	52	714	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:	21	0	46	0	0	0	0	521	31	52	714	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:	21	0	46	0	0	0	0	521	31	52	714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	21	0	46	0	0	0	0	521	31	52	714	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	998	xxxx	276	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	552	xxxx	xxxx
Potent Cap.:	244	xxxx	727	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1028	xxxx	xxxx
Move Cap.:	235	xxxx	727	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1028	xxxx	xxxx
Volume/Cap:	0.09	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	439	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.7		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	42	2	21	30	4	35	22	501	40	103	631	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:	42	2	21	30	4	35	22	501	40	103	631	49
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:	42	2	0	30	4	35	22	501	40	103	631	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2	0	30	4	35	22	501	40	103	631	49
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 Vol.:	42	2	0	30	4	35	22	501	40	103	631	49

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.43	0.06	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	739	99	862	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.00	0.02	0.04	0.04	0.01	0.15	0.02	0.06	0.19	0.03
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	98	316	121	288	442	125	94	502	65	189	497	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:	98	316	121	288	442	125	94	502	65	189	497	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:	98	316	121	288	442	125	94	502	65	189	497	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	316	121	288	442	125	94	502	65	189	497	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
Final Vol.:	98	316	121	288	442	125	94	502	65	189	497	271

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2459	941	1700	2650	750	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.17	0.17	0.17	0.06	0.15	0.04	0.11	0.15	0.16
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.753  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	68	118	331	276	191	176	328	1451	152	383	929	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:	68	118	331	276	191	176	328	1451	152	383	929	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:	68	118	331	276	191	176	328	1451	152	383	929	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	118	331	276	191	176	328	1451	152	383	929	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
Final Vol.:	68	118	331	276	191	176	328	1451	152	383	929	133

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	1700	1700	1700	3400	1700	1700	1700	3400	1700	3400	2974	426

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.19	0.08	0.11	0.10	0.19	0.43	0.09	0.11	0.31	0.31
Crit Moves:	****	****					****			****		

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	2

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	0	0	0	42	0	46	67	1750	0	62	1341	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	46	67	1750	0	62	1341	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	46	67	1750	0	62	1341	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	0	46	67	1750	0	62	1341	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	42	0	46	67	1750	0	62	1341	53

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.48	0.00	0.52	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	0	0	811	0	889	1700	3400	0	1700	3271	129

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.51	0.00	0.04	0.41	0.41
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 49 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
 Base Vol: 434 322 221 35 1275 383 164 395 370 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: 434 322 221 35 1275 383 164 395 370 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: 434 322 221 35 1275 383 164 395 370 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 434 322 221 35 1275 383 164 395 370 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 Vol.: 434 322 221 35 1275 383 164 395 370 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 0.59 0.41 1.00 2.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00  
 Final Sat.: 3400 1008 692 1700 3400 1700 1700 1700 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.32 0.32 0.02 0.38 0.23 0.10 0.23 0.22 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.256  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM  
 Base Vol: 0 0 0 184 0 897 0 437 1299 0 259 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: 0 0 0 184 0 897 0 437 1299 0 259 86  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 184 0 0 0 437 0 0 259 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 184 0 0 0 437 0 0 259 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 184 0 0 0 437 0 0 259 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.00 0.00 0.13 0.00 0.00 0.15 0.00  
 Crit Moves: \*\*\*\*



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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.182  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 15 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	14	56	3	0	60	50	276	400	0	326	6
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:	3	14	56	3	0	60	50	276	0	0	326	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	14	56	3	0	60	50	276	0	0	326	6
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
Final Vol.:	3	14	56	3	0	60	50	276	0	0	326	6

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.82	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	300	1400	1700	1700	0	1700	1700	3400	1700	0	5008	92

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.01	0.03	0.00	0.00	0.04	0.03	0.08	0.00	0.00	0.07	0.07
Crit Moves:	****					****	****				****	

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	14	95	40	9	10	12	1307	37	73	1143	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	14	95	40	9	10	12	1307	37	73	1143	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	14	95	40	9	10	12	1307	37	73	1143	30

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3306	94	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.06	0.02	0.01	0.01	0.01	0.40	0.40	0.04	0.34	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 1:30-2:30 PM

Base Vol:	46	442	44	311	648	68	64	295	42	133	244	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	442	44	311	648	68	64	295	42	133	244	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	442	44	311	648	68	64	295	42	133	244	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	442	44	311	648	68	64	295	42	133	244	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	46	442	44	311	648	68	64	295	42	133	244	290

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.03	0.18	0.19	0.04	0.04	0.09	0.02	0.08	0.07	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.504  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	294	423	0	0	746	221	0	0	0	175	688	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	423	0	0	746	221	0	0	0	175	688	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	423	0	0	746	221	0	0	0	175	688	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	423	0	0	746	221	0	0	0	175	688	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	294	423	0	0	746	221	0	0	0	175	688	149

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.17	0.12	0.00	0.00	0.15	0.13	0.00	0.00	0.00	0.10	0.13	0.09
Crit Moves:	****			****						****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM

Base Vol:	0	519	57	502	229	0	231	1079	199	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	519	57	502	229	0	231	1079	199	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	519	0	502	229	0	231	1079	199	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	519	0	502	229	0	231	1079	199	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 Vol.:	0	519	0	502	229	0	231	1079	199	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.00	0.15	0.07	0.00	0.14	0.21	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[ 13.2]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	29	0	156	0	0	0	0	275	35	187	327	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:	29	0	156	0	0	0	0	275	35	187	327	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:	29	0	156	0	0	0	0	275	35	187	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	156	0	0	0	0	275	35	187	327	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	813	xxxx	275	xxxx	xxxx	xxxx	xxxx	xxxx	310	xxxx	xxxx
Potent Cap.:	351	xxxx	769	xxxx	xxxx	xxxx	xxxx	xxxx	1262	xxxx	xxxx
Move Cap.:	311	xxxx	769	xxxx	xxxx	xxxx	xxxx	xxxx	1262	xxxx	xxxx
Volume/Cap:	0.09	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	625	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.2		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[ 13.7]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	23	0	62	0	0	0	0	397	39	110	491	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:	23	0	62	0	0	0	0	397	39	110	491	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:	23	0	62	0	0	0	0	397	39	110	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	23	0	62	0	0	0	0	397	39	110	491	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	863	xxxx	397	xxxx	xxxx	xxxx	xxxx	xxxx	436	xxxx	xxxx
Potent Cap.:	328	xxxx	657	xxxx	xxxx	xxxx	xxxx	xxxx	1134	xxxx	xxxx
Move Cap.:	304	xxxx	657	xxxx	xxxx	xxxx	xxxx	xxxx	1134	xxxx	xxxx
Volume/Cap:	0.08	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	500	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.7		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.593  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	72	268	172	185	163	111	136	279	33	331	377	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:	72	268	172	185	163	111	136	279	33	331	377	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:	72	268	172	185	163	111	136	279	33	331	377	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	268	172	185	163	111	136	279	33	331	377	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
Final Vol.:	72	268	172	185	163	111	136	279	33	331	377	95

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.16	0.10	0.11	0.10	0.07	0.08	0.08	0.02	0.19	0.11	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[ 17.7]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	32	0	72	0	0	0	0	591	43	70	713	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:	32	0	72	0	0	0	0	591	43	70	713	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:	32	0	72	0	0	0	0	591	43	70	713	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	32	0	72	0	0	0	0	591	43	70	713	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1109	xxxx	317	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	634	xxxx	xxxx
Potent Cap.:	207	xxxx	685	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	959	xxxx	xxxx
Move Cap.:	195	xxxx	685	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	959	xxxx	xxxx
Volume/Cap:	0.16	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	387	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	17.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	49	12	17	35	4	83	28	581	53	117	649	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	12	17	35	4	83	28	581	53	117	649	91
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:	49	12	0	35	4	83	28	581	53	117	649	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	12	0	35	4	83	28	581	53	117	649	91
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 Vol.:	49	12	0	35	4	83	28	581	53	117	649	91

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.29	0.03	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	488	56	1157	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.00	0.02	0.07	0.07	0.02	0.17	0.03	0.07	0.19	0.05
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	82	239	86	248	457	136	83	600	61	185	571	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	239	86	248	457	136	83	600	61	185	571	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	239	86	248	457	136	83	600	61	185	571	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	239	86	248	457	136	83	600	61	185	571	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	82	239	86	248	457	136	83	600	61	185	571	177

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2500	900	1700	2620	780	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.10	0.15	0.17	0.17	0.05	0.18	0.04	0.11	0.17	0.10
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	2 0 1 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module: >> Count Date: 25 May 2003 << 2:00-3:00 PM

Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	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:	89	124	309	221	174	122	197	1226	151	385	786	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	124	309	221	174	122	197	1226	151	385	786	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	124	309	221	174	122	197	1226	151	385	786	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	124	309	221	174	122	197	1226	151	385	786	70

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	
Final Sat.:	1700	1700	1700	3400	1700	1700	3400	1700	3400	3122	278	

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.18	0.07	0.10	0.07	0.12	0.36	0.09	0.11	0.25	0.25
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	0 0 1 0 0	1 0 2 0 0	1 0 1 1 0

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	45	0	45	62	1737	0	74	1416	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	45	0	45	62	1737	0	74	1416	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	45	0	45	62	1737	0	74	1416	36

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3316	84

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.51	0.00	0.04	0.43	0.43
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 54 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 1:45-2:45 PM

Base Vol:	440	234	201	66	1256	535	182	444	384	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:	440	234	201	66	1256	535	182	444	384	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:	440	234	201	66	1256	535	182	444	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	234	201	66	1256	535	182	444	384	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 Vol.:	440	234	201	66	1256	535	182	444	384	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.54	0.46	1.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3400	914	786	1700	3400	1700	1700	1700	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.26	0.26	0.04	0.37	0.31	0.11	0.26	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.283  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	208	0	816	0	585	917	0	211	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	208	0	816	0	585	917	0	211	76
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	208	0	0	0	585	0	0	211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	0	0	585	0	0	211	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	208	0	0	0	585	0	0	211	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.17	0.00	0.00	0.12	0.00
Crit Moves:	****			****			****			****		

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B-EX-PM

Wed Jul 6, 2005 08:19:07

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DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.201  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 15 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	13	55	4	0	53	76	291	447	0	343	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:	11	13	55	4	0	53	76	291	447	0	343	9
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:	11	13	55	4	0	53	76	291	0	0	343	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	13	55	4	0	53	76	291	0	0	343	9
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
Final Vol.:	11	13	55	4	0	53	76	291	0	0	343	9

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.54	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	779	921	1700	1700	0	1700	1700	3400	1700	0	4970	130

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.01	0.03	0.00	0.00	0.03	0.04	0.09	0.00	0.00	0.07	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

**Existing Plus Commercial Core  
Project Conditions**

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

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-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #101 Street of the Blue Lantern/PCH
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.462
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     22      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:      1 0 1 1 0 1 0 1 0 1 0 1 0 2 0 1
-----
Volume Module:
Base Vol:      35 12 16 33 4 3 5 787 10 35 1291 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:    35 12 16 33 4 3 5 787 10 35 1291 26
Added Vol:      0 0 0 0 0 0 0 10 0 0 9 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    35 12 16 33 4 3 5 797 10 35 1300 26
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     35 12 16 33 4 3 5 797 10 35 1300 26
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    35 12 16 33 4 3 5 797 10 35 1300 26
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     35 12 16 33 4 3 5 797 10 35 1300 26
-----
Saturation Flow Module:
Sat/Lane:      1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.98 0.02 1.00 2.00 1.00
Final Sat.:    1700 1700 1700 1700 1700 1700 1700 3358 42 1700 3400 1700
-----
Capacity Analysis Module:
Vol/Sat:      0.02 0.01 0.01 0.02 0.00 0.00 0.00 0.24 0.24 0.02 0.38 0.02
Crit Moves:    ****      ****      ****      ****
*****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.441
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     21      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:      1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
-----
Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM
Base Vol:      27 227 58 253 492 89 58 312 31 103 279 235
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    27 227 58 253 492 89 58 312 31 103 279 235
Added Vol:      0 9 0 0 10 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    27 236 58 253 502 89 58 312 31 103 279 235
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     27 236 58 253 502 89 58 312 31 103 279 235
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    27 236 58 253 502 89 58 312 31 103 279 235
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      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 Vol.:     27 236 58 253 502 89 58 312 31 103 279 235
-----
Saturation Flow Module:
Sat/Lane:      1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:    1700 3400 1700 1700 3400 1700 1700 3400 1700 1700 3400 1700
-----
Capacity Analysis Module:
Vol/Sat:      0.02 0.07 0.03 0.15 0.15 0.05 0.03 0.09 0.02 0.06 0.08 0.14
Crit Moves:    ****      ****      ****      ****
*****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 79 78 0 0 391 258 0 0 0 89 1190 128  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 79 78 0 0 391 258 0 0 0 89 1190 128  
 Added Vol: 9 9 0 0 10 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 88 87 0 0 401 258 0 0 0 89 1190 128  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 88 87 0 0 401 258 0 0 0 89 1190 128  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 88 87 0 0 401 258 0 0 0 89 1190 128  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 88 87 0 0 401 258 0 0 0 89 1190 128

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.03 0.00 0.00 0.08 0.15 0.00 0.00 0.00 0.05 0.23 0.08  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

Approach:	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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM  
 Base Vol: 0 110 30 368 121 0 92 687 75 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: 0 110 30 368 121 0 92 687 75 0 0 0  
 Added Vol: 0 19 0 0 10 0 0 0 10 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 129 30 368 131 0 92 687 85 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: 0 129 0 368 131 0 92 687 85 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 129 0 368 131 0 92 687 85 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 Vol.: 0 129 0 368 131 0 92 687 85 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.04 0.00 0.11 0.04 0.00 0.05 0.13 0.05 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[ 10.0]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	17	0	75	0	0	0	0	158	24	89	154	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:	17	0	75	0	0	0	0	158	24	89	154	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:	17	0	75	0	0	0	0	158	24	89	154	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:	17	0	75	0	0	0	0	158	24	89	154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	0	75	0	0	0	0	158	24	89	154	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	413	xxxx	158	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	xxxx	xxxxx
Potent Cap.:	599	xxxx	893	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1405	xxxx	xxxxx
Move Cap.:	570	xxxx	893	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1405	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	0.08	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.06	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	808	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	10.0		xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	B		*			*			*			*			

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[ 9.7]  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	4	0	25	0	0	0	0	201	19	53	245	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:	4	0	25	0	0	0	0	201	19	53	245	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:	4	0	25	0	0	0	0	201	19	53	245	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:	4	0	25	0	0	0	0	201	19	53	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	0	25	0	0	0	0	201	19	53	245	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	430	xxxx	201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	220	xxxx	xxxxx
Potent Cap.:	586	xxxx	845	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx
Move Cap.:	569	xxxx	845	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.03	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.04	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	792	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	9.7		xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	A		*			*			*			*			

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.324  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 8:00-9:00 AM

Base Vol:	30	39	40	45	82	89	58	162	9	105	180	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	39	40	45	82	89	58	162	9	105	180	89
Added Vol:	0	14	130	3	17	0	0	0	0	150	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	53	170	48	99	89	58	162	9	255	180	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	53	170	48	99	89	58	162	9	255	180	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	53	170	48	99	89	58	162	9	255	180	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	53	170	48	99	89	58	162	9	255	180	94

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.10	0.03	0.06	0.05	0.03	0.05	0.01	0.15	0.05	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[ 11.7]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	17	0	24	0	0	0	0	218	30	23	331	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:	17	0	24 <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>218</td> <td>30</td> <td>23</td> <td>331</td> <td>0</td>	0	0	0	0	218	30	23	331	0
Added Vol:	5	0	41	0	0	0	0	130	3	29	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	65	0	0	0	0	348	33	52	481	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:	22	0	65	0	0	0	0	348	33	52	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	0	65	0	0	0	0	348	33	52	481	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5 <th>xxxx</th> <td>3.3 <th>xxxxx</th> <th>xxxx</th> <th>xxxxx</th> <th>xxxxx</th> <th>xxxxx</th> <th>xxxxx</th> <th>xxxxx</th> <td>2.2</td> <th>xxxx</th> <th>xxxxx</th> </td>	xxxx	3.3 <th>xxxxx</th> <th>xxxx</th> <th>xxxxx</th> <th>xxxxx</th> <th>xxxxx</th> <th>xxxxx</th> <th>xxxxx</th> <td>2.2</td> <th>xxxx</th> <th>xxxxx</th>	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	709	xxxx	191	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	xxxxx
Potent Cap.:	373 <th>xxxx</th> <td>825</td> <th>xxxx</th> <th>xxxx</th> <th>xxxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxxx</th> <td>1189</td> <th>xxxx</th> <th>xxxxx</th>	xxxx	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1189	xxxx	xxxxx
Move Cap.:	361 <th>xxxx</th> <td>825</td> <th>xxxx</th> <th>xxxx</th> <th>xxxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxxx</th> <td>1189</td> <th>xxxx</th> <th>xxxxx</th>	xxxx	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1189	xxxx	xxxxx
Volume/Cap:	0.06 <th>xxxx</th> <td>0.08</td> <th>xxxx</th> <th>xxxx</th> <th>xxxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxxx</th> <td>0.04</td> <th>xxxx</th> <th>xxxxx</th>	xxxx	0.08	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.04	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	622	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.7			xxxxxx			xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	B			*			*		*		*	

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.214
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:     16          Level Of Service:           A
*****
Approach:          North Bound      South Bound      East Bound      West Bound
Movement:          L - T - R        L - T - R        L - T - R        L - T - R
-----
Control:           Permitted        Permitted        Protected        Protected
Rights:            Ignore           Include          Include          Include
Min. Green:        0   0   0         0   0   0         0   0   0         0   0   0
Lanes:             1   0   1   0   1   0   0   1   0   0   1   0   1   0   2   0   1
-----
Volume Module:
Base Vol:          1   0   19         9   0   10         7 233   4   30 347   12
Growth Adj:        1.00 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   19         9   0   10         7 233   4   30 347   12
Added Vol:         0   0   0         0   0   0         0 170   0   0 179   0
PasserByVol:       0   0   0         0   0   0         0   0   0         0   0   0
Initial Fut:        1   0   19         9   0   10         7 403   4   30 526   12
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:        1   0   0         9   0   10         7 403   4   30 526   12
Reduct Vol:        0   0   0         0   0   0         0   0   0         0   0   0
Reduced Vol:       1   0   0         9   0   10         7 403   4   30 526   12
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 Vol.:        1   0   0         9   0   10         7 403   4   30 526   12
-----
Saturation Flow Module:
Sat/Lane:          1700 1700 1700     1700 1700 1700     1700 1700 1700     1700 1700 1700
Adjustment:        1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
Lanes:             1.00 1.00 1.00     0.47 0.00 0.53     1.00 2.00 1.00     1.00 2.00 1.00
Final Sat.:        1700 1700 1700     805   0 895     1700 3400 1700     1700 3400 1700
-----
Capacity Analysis Module:
Vol/Sat:           0.00 0.00 0.00     0.01 0.00 0.01     0.00 0.12 0.00     0.02 0.15 0.01
Crit Moves:        ****              ****              ****              ****
*****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #110 DEL OBISPO ST/STONEHILL DR
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.667
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:     34          Level Of Service:           B
*****
Approach:          North Bound      South Bound      East Bound      West Bound
Movement:          L - T - R        L - T - R        L - T - R        L - T - R
-----
Control:           Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:        0   0   0         0   0   0         0   0   0         0   0   0
Lanes:             1   0   1   1   0   1   0   1   1   0   1   0   2   0   1
-----
Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM
Base Vol:          82 187 119         391 321 97         206 841 76         71 495 157
Growth Adj:        1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
Initial Bse:        82 187 119         391 321 97         206 841 76         71 495 157
Added Vol:         0   9 18         0 10 0         0   0   0         0   0   0
PasserByVol:       0   0   0         0   0   0         0   0   0         0   0   0
Initial Fut:        82 196 137         391 331 97         206 841 76         71 495 157
User Adj:          1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
PHF Adj:           1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
PHF Volume:        82 196 137         391 331 97         206 841 76         71 495 157
Reduct Vol:        0   0   0         0   0   0         0   0   0         0   0   0
Reduced Vol:       82 196 137         391 331 97         206 841 76         71 495 157
PCE Adj:           1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
MLF Adj:           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 Vol.:        82 196 137         391 331 97         206 841 76         71 495 157
-----
Saturation Flow Module:
Sat/Lane:          1700 1700 1700     1700 1700 1700     1700 1700 1700     1700 1700 1700
Adjustment:        1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
Lanes:             1.00 1.18 0.82     1.00 1.55 0.45     1.00 2.00 1.00     1.00 2.00 1.00
Final Sat.:        1700 2001 1399     1700 2629 771     1700 3400 1700     1700 3400 1700
-----
Capacity Analysis Module:
Vol/Sat:           0.05 0.10 0.10     0.23 0.13 0.13     0.12 0.25 0.04     0.04 0.15 0.09
Crit Moves:        ****              ****              ****              ****
*****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	38	63	174	207	67	121	100	947	68	290	1342	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	63	174	207	67	121	100	947	68	290	1342	161
Added Vol:	0	28	142	0	10	0	0	0	0	0	169	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	91	316	207	77	121	100	947	68	459	1342	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	91	316	207	77	121	100	947	68	459	1342	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	91	316	207	77	121	100	947	68	459	1342	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	91	316	207	77	121	100	947	68	459	1342	161

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	1700	1700	1700	3400	1700	1700	1700	3400	1700	3400	3036	364

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.19	0.06	0.05	0.07	0.06	0.28	0.04	0.14	0.44	0.44
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	16	0	16	24	1487	0	34	1744	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	16	24	1487	0	34	1744	38
Added Vol:	0	0	0	0	0	0	0	142	0	0	169	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	16	24	1629	0	34	1913	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	16	24	1629	0	34	1913	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	16	24	1629	0	34	1913	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	16	0	16	24	1629	0	34	1913	38

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3334	66

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.48	0.00	0.02	0.57	0.57
Crit Moves:	****			****			****			****		

\*\*\*\*\*



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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 77 Level Of Service: D

\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Split Phase Split Phase  
Rights: Include Ovl Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 0 1 0 1 0 2 0 1 1 0 0 0 0 0

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM  
Base Vol: 380 390 258 53 341 419 232 695 237 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: 380 390 258 53 341 419 232 695 237 0 0 0  
Added Vol: 0 0 0 0 0 0 0 18 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 380 390 258 53 341 419 232 713 237 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: 380 390 258 53 341 419 232 713 237 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 380 390 258 53 341 419 232 713 237 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 Vol.: 380 390 258 53 341 419 232 713 237 0 0 0

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 0.60 0.40 1.00 2.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00  
Final Sat.: 3400 1023 677 1700 3400 1700 1700 1700 1700 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.11 0.38 0.38 0.03 0.10 0.25 0.14 0.42 0.14 0.00 0.00 0.00  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.265  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Permitted Protected Protected  
Rights: Include Ignore Ignore Ignore  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 1 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
Base Vol: 0 0 0 127 0 0 0 501 948 0 189 89  
Growth Adj: 1.00 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 0 127 0 0 0 501 948 0 189 89  
Added Vol: 0 0 0 0 0 129 0 104 0 0 30 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 127 0 129 0 605 948 0 219 89  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 127 0 0 0 605 0 0 219 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 127 0 0 0 605 0 0 219 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
Final Vol.: 0 0 0 127 0 0 0 605 0 0 219 0

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.00 0.18 0.00 0.00 0.13 0.00  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	34	36	0	94	28	218	408	0	615	11
Added Vol:	30	0	0	0	0	0	0	0	104	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	7	34	36	0	94	28	218	512	0	615	11
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:	46	7	34	36	0	94	28	218	0	0	615	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	7	34	36	0	94	28	218	0	0	615	11
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
Final Vol.:	46	7	34	36	0	94	28	218	0	0	615	11

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.13	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1475	225	1700	1700	0	1700	1700	3400	1700	0	5010	90

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.03	0.02	0.02	0.00	0.06	0.02	0.06	0.00	0.00	0.12	0.12
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
Growth Adj:	1.00	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	28	71	28	9	4	21	1175	14	76	1270	43
Added Vol:	0	0	0	0	0	0	0	14	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	28	71	28	9	4	21	1189	14	76	1281	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	28	71	28	9	4	21	1189	14	76	1281	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	28	71	28	9	4	21	1189	14	76	1281	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	35	28	71	28	9	4	21	1189	14	76	1281	43

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3360	40	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.04	0.02	0.01	0.00	0.01	0.35	0.35	0.04	0.38	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 5:00-6:00 PM

Base Vol:	36	446	86	240	467	97	93	392	76	128	380	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	446	86	240	467	97	93	392	76	128	380	363
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	457	86	240	481	97	93	392	76	128	380	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	457	86	240	481	97	93	392	76	128	380	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	457	86	240	481	97	93	392	76	128	380	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	36	457	86	240	481	97	93	392	76	128	380	363

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.05	0.14	0.14	0.06	0.05	0.12	0.04	0.08	0.11	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM

Base Vol:	233	334	0	0	412	211	0	0	0	261	1091	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	334	0	0	412	211	0	0	0	261	1091	194
Added Vol:	11	11	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	345	0	0	426	211	0	0	0	261	1091	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	345	0	0	426	211	0	0	0	261	1091	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	345	0	0	426	211	0	0	0	261	1091	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	244	345	0	0	426	211	0	0	0	261	1091	194

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.14	0.10	0.00	0.00	0.08	0.12	0.00	0.00	0.00	0.15	0.21	0.11
Crit Moves:	****			****						****		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

Approach:	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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM

Base Vol:	0	487	31	453	188	0	127	950	86	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	487	31	453	188	0	127	950	86	0	0	0
Added Vol:	0	21	0	0	14	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	508	31	453	202	0	127	950	108	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	508	0	453	202	0	127	950	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	508	0	453	202	0	127	950	108	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 Vol.:	0	508	0	453	202	0	127	950	108	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.00	0.13	0.06	0.00	0.07	0.19	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[ 10.8]  
\*\*\*\*\*

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 0 0 0	0 0 1 0 1	1 0 2 0 0

Volume Module:

Base Vol:	37	0	164	0	0	0	0	126	39	118	128	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:	37	0	164	0	0	0	0	126	39	118	128	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:	37	0	164	0	0	0	0	126	39	118	128	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:	37	0	164	0	0	0	0	126	39	118	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	164	0	0	0	0	126	39	118	128	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	426	xxxx	126	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	165	xxxx	xxxx
Potent Cap.:	589	xxxx	930	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1426	xxxx	xxxx
Move Cap.:	552	xxxx	930	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1426	xxxx	xxxx
Volume/Cap:	0.07	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	826	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	1.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.8		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	B		*		*		*		*		*	

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[ 11.3]  
\*\*\*\*\*

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 0 0 0	0 0 1 0 1	1 0 2 0 0

Volume Module:

Base Vol:	15	0	25	0	0	0	0	288	23	78	244	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:	15	0	25	0	0	0	0	288	23	78	244	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:	15	0	25	0	0	0	0	288	23	78	244	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:	15	0	25	0	0	0	0	288	23	78	244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	0	25	0	0	0	0	288	23	78	244	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	566	xxxx	288	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	311	xxxx	xxxx
Potent Cap.:	489	xxxx	756	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1261	xxxx	xxxx
Move Cap.:	466	xxxx	756	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1261	xxxx	xxxx
Volume/Cap:	0.03	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	613	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	0.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	11.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.3		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	B		*		*		*		*		*	

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 4:00-5:00 PM

Base Vol:	19	86	126	179	75	94	116	162	14	114	212	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:	19	86	126	179	75	94	116	162	14	114	212	83
Added Vol:	0	12	111	11	17	0	0	0	0	157	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	98	237	190	92	94	116	162	14	271	212	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	98	237	190	92	94	116	162	14	271	212	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	98	237	190	92	94	116	162	14	271	212	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	98	237	190	92	94	116	162	14	271	212	92

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.06	0.14	0.11	0.05	0.06	0.07	0.05	0.01	0.16	0.06	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[ 18.4]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	26	0	71	0	0	0	0	436	39	43	400	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:	26	0	71	0	0	0	0	436	39	43	400	0
Added Vol:	9	0	80	0	0	0	0	111	11	98	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	151	0	0	0	0	547	50	141	557	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:	35	0	151	0	0	0	0	547	50	141	557	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	35	0	151	0	0	0	0	547	50	141	557	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1133	xxxx	299	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	597	xxxx	xxxx
Potent Cap.:	200	xxxx	704	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	989	xxxx	xxxx
Move Cap.:	178	xxxx	704	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	989	xxxx	xxxx
Volume/Cap:	0.20	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	452	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	2.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	18.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.4		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	C		*			*			*			*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.308  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	19	1	18	34	0	12	8	451	20	53	425	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:	19	1	18	34	0	12	8	451	20	53	425	32
Added Vol:	0	0	0	0	0	0	0	191	0	0	255	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	18	34	0	12	8	642	20	53	680	32
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:	19	1	0	34	0	12	8	642	20	53	680	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	34	0	12	8	642	20	53	680	32
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 Vol.:	19	1	0	34	0	12	8	642	20	53	680	32

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1257	0	443	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.03	0.00	0.19	0.01	0.03	0.20	0.02
Crit Moves:	****			****		****		****		****		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	158	181	114	230	235	133	194	650	98	159	977	446
Growth Adj:	1.00	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	181	114	230	235	133	194	650	98	159	977	446
Added Vol:	0	11	21	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	192	135	230	249	133	194	650	98	159	977	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	192	135	230	249	133	194	650	98	159	977	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	192	135	230	249	133	194	650	98	159	977	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	158	192	135	230	249	133	194	650	98	159	977	446

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1996	1404	1700	2216	1184	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.10	0.14	0.11	0.11	0.11	0.19	0.06	0.09	0.29	0.26
Crit Moves:	****			****		****		****		****		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 55 Level Of Service: D

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM

Base Vol:	74	122	344	247	131	104	167	1247	67	271	1336	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:	74	122	344	247	131	104	167	1247	67	271	1336	187
Added Vol:	0	31	160	0	14	0	0	0	0	241	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	153	504	247	145	104	167	1247	67	512	1336	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	153	504	247	145	104	167	1247	67	512	1336	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	153	504	247	145	104	167	1247	67	512	1336	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	153	504	247	145	104	167	1247	67	512	1336	187

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	1700	1700	1700	3400	1700	1700	1700	3400	1700	3400	2983	417

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.30	0.07	0.09	0.06	0.10	0.37	0.04	0.15	0.45	0.45
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	1	1

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM

Base Vol:	0	0	0	29	0	48	56	1732	0	24	1887	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:	0	0	0	29	0	48	56	1732	0	24	1887	49
Added Vol:	0	0	0	0	0	0	0	160	0	0	241	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	48	56	1892	0	24	2128	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	48	56	1892	0	24	2128	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	48	56	1892	0	24	2128	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	0	0	0	29	0	48	56	1892	0	24	2128	49

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.38	0.00	0.62	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	0	0	640	0	1060	1700	3400	0	1700	3323	77

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.03	0.56	0.00	0.01	0.64	0.64
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****



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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #113 CAMINO CAPISTRANO/STONEHILL DR

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: C

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

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	522	298	348	233	715	855	227	448	341	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:	522	298	348	233	715	855	227	448	341	0	0	0
Added Vol:	0	0	0	0	0	0	0	21	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	522	298	348	233	715	855	227	469	341	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:	522	298	348	233	715	855	227	469	341	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	298	348	233	715	855	227	469	341	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 Vol.:	522	298	348	233	715	855	227	469	341	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.46	0.54	1.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3400	784	916	1700	3400	1700	1700	1700	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.38	0.38	0.14	0.21	0.50	0.13	0.28	0.20	0.00	0.00	0.00
Crit Moves:	***			***			***					

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.360  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 19 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

Base Vol:	0	0	0	334	0	0	0	602	1248	0	155	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	334	0	0	0	602	1248	0	155	79
Added Vol:	0	0	0	0	0	184	0	117	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	334	0	184	0	719	1248	0	197	79
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	334	0	0	0	719	0	0	197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	0	0	0	719	0	0	197	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	334	0	0	0	719	0	0	197	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.21	0.00	0.00	0.12	0.00
Crit Moves:				***			***			***		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.256  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	27	86	4	0	76	75	459	431	0	361	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:	3	27	86	4	0	76	75	459	431	0	361	8
Added Vol:	42	0	0	0	0	0	0	0	117	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	27	86	4	0	76	75	459	548	0	361	8
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:	45	27	86	4	0	76	75	459	0	0	361	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	27	86	4	0	76	75	459	0	0	361	8
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
Final Vol.:	45	27	86	4	0	76	75	459	0	0	361	8

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1063	638	1700	1700	0	1700	1700	3400	1700	0	4989	111

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.04	0.05	0.00	0.00	0.04	0.04	0.14	0.00	0.00	0.07	0.07
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: B

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

## Volume Module:

Base Vol:	61	18	71	41	6	5	23	1647	18	81	1156	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	18	71	41	6	5	23	1647	18	81	1156	22
Added Vol:	0	0	0	0	0	0	0	10	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	18	71	41	6	5	23	1657	18	81	1165	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	18	71	41	6	5	23	1657	18	81	1165	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	18	71	41	6	5	23	1657	18	81	1165	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	18	71	41	6	5	23	1657	18	81	1165	22

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3363	37	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.04	0.02	0.00	0.00	0.01	0.49	0.49	0.05	0.34	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A

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

Volume Module:	>>	Count	Date:	25 May 2003	<<	11:45-12:45 PM
Base Vol:	46	537	52	311	864	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	537	52	311	864	83
Added Vol:	0	9	0	0	10	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	46	546	52	311	874	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	546	52	311	874	83
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	46	546	52	311	874	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	546	52	311	874	83

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.03	0.18	0.26	0.05	0.03	0.08	0.02	0.07	0.09	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	299	436	0	0	712	278	0	0	0	162	736	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:	299	436	0	0	712	278	0	0	0	162	736	169
Added Vol:	9	9	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	445	0	0	722	278	0	0	0	162	736	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:	308	445	0	0	722	278	0	0	0	162	736	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	445	0	0	722	278	0	0	0	162	736	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
Final Vol.:	308	445	0	0	722	278	0	0	0	162	736	169

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.18	0.13	0.00	0.00	0.14	0.16	0.00	0.00	0.00	0.10	0.14	0.10
Crit Moves:	****			****						****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	0	424	39	645	285	0	319	1209	220	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	424	39	645	285	0	319	1209	220	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	39	645	295	0	319	1209	230	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	443	0	645	295	0	319	1209	230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	0	645	295	0	319	1209	230	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 Vol.:	0	443	0	645	295	0	319	1209	230	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.00	0.19	0.09	0.00	0.19	0.24	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[ 12.4]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	29	0	126	0	0	0	0	260	50	162	292	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:	29	0	126	0	0	0	0	260	50	162	292	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:	29	0	126	0	0	0	0	260	50	162	292	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:	29	0	126	0	0	0	0	260	50	162	292	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	126	0	0	0	0	260	50	162	292	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	730	xxxx	260	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	310	xxxx	xxxx
Potent Cap.:	392	xxxx	784	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1262	xxxx	xxxx
Move Cap.:	354	xxxx	784	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1262	xxxx	xxxx
Volume/Cap:	0.08	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	638	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.4		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[ 12.6]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	14	0	52	0	0	0	0	374	17	126	440	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:	14	0	52	0	0	0	0	374	17	126	440	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:	14	0	52	0	0	0	0	374	17	126	440	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:	14	0	52	0	0	0	0	374	17	126	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	14	0	52	0	0	0	0	374	17	126	440	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	846	xxxx	374	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	391	xxxx	xxxx
Potent Cap.:	335	xxxx	677	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1179	xxxx	xxxx
Move Cap.:	308	xxxx	677	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1179	xxxx	xxxx
Volume/Cap:	0.05	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	540	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.6		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.664  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	57	258	136	174	187	113	137	267	27	311	391	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:	57	258	136	174	187	113	137	267	27	311	391	93
Added Vol:	0	14	130	3	17	0	0	0	0	150	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	272	266	177	204	113	137	267	27	461	391	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	272	266	177	204	113	137	267	27	461	391	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	272	266	177	204	113	137	267	27	461	391	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	272	266	177	204	113	137	267	27	461	391	98

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.16	0.10	0.12	0.07	0.08	0.08	0.02	0.27	0.12	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[ 18.7]  
\*\*\*\*\*

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 1 0 0	0 0 0 0 0 0	0 0 1 1 0 0	1 0 2 0 0 0

Volume Module:

Base Vol:	21	0	46	0	0	0	0	521	31	52	714	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:	21	0	46	0	0	0	0	521	31	52	714	0
Added Vol:	5	0	41	0	0	0	0	130	3	29	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	87	0	0	0	0	651	34	81	864	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:	26	0	87	0	0	0	0	651	34	81	864	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	26	0	87	0	0	0	0	651	34	81	864	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1262	xxxx	343	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	685	xxxx	xxxx
Potent Cap.:	165	xxxx	659	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	918	xxxx	xxxx
Move Cap.:	154	xxxx	659	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	918	xxxx	xxxx
Volume/Cap:	0.17	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	9.3	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	375	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	1.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	18.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.7		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
ApproachLOS:	C		*	*	*	*	*	*	*	*	*	*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.373  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 19 Level Of Service: A

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

Volume Module:

Base Vol:	42	2	21	30	4	35	22	501	40	103	631	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:	42	2	21	30	4	35	22	501	40	103	631	49
Added Vol:	0	0	0	0	0	0	0	170	0	0	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	2	21	30	4	35	22	671	40	103	810	49
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:	42	2	0	30	4	35	22	671	40	103	810	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2	0	30	4	35	22	671	40	103	810	49
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 Vol.:	42	2	0	30	4	35	22	671	40	103	810	49

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.43	0.06	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	739	99	862	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.00	0.02	0.04	0.04	0.01	0.20	0.02	0.06	0.24	0.03
Crit Moves:	***			***			***			***		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	98	316	121	288	442	125	94	502	65	189	497	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:	98	316	121	288	442	125	94	502	65	189	497	271
Added Vol:	0	9	18	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	325	139	288	452	125	94	502	65	189	497	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:	98	325	139	288	452	125	94	502	65	189	497	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	325	139	288	452	125	94	502	65	189	497	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
Final Vol.:	98	325	139	288	452	125	94	502	65	189	497	271

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2381	1019	1700	2663	737	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.14	0.17	0.17	0.17	0.06	0.15	0.04	0.11	0.15	0.16
Crit Moves:	***			***			***			***		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 61 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM  
 Base Vol: 68 118 331 276 191 176 328 1451 152 383 929 133  
 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: 68 118 331 276 191 176 328 1451 152 383 929 133  
 Added Vol: 0 28 142 0 10 0 0 0 0 169 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 68 146 473 276 201 176 328 1451 152 552 929 133  
 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: 68 146 473 276 201 176 328 1451 152 552 929 133  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 68 146 473 276 201 176 328 1451 152 552 929 133  
 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  
 Final Vol.: 68 146 473 276 201 176 328 1451 152 552 929 133  
 \*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	1700	1700	1700	3400	1700	1700	1700	3400	1700	3400	2974	426

Capacity Analysis Module:

Vol/Sat: 0.04 0.09 0.28 0.08 0.12 0.10 0.19 0.43 0.09 0.16 0.31 0.31  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.695  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	2	0	1	1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
 Base Vol: 0 0 0 42 0 46 67 1750 0 62 1341 53  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 42 0 46 67 1750 0 62 1341 53  
 Added Vol: 0 0 0 0 0 0 0 142 0 0 169 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 42 0 46 67 1892 0 62 1510 53  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 42 0 46 67 1892 0 62 1510 53  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 42 0 46 67 1892 0 62 1510 53  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 42 0 46 67 1892 0 62 1510 53  
 \*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.48	0.00	0.52	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	0	0	811	0	889	1700	3400	0	1700	3285	115

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.05 0.04 0.56 0.00 0.04 0.46 0.46  
 Crit Moves: \*\*\*\*

\*\*\*\*\*



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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

Intersection #113 CAMINO CAPISTRANO/STONEHILL DR

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	434	322	221	35	1275	383	164	395	370	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:	434	322	221	35	1275	383	164	395	370	0	0	0
Added Vol:	0	0	0	0	0	0	0	18	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	322	221	35	1275	383	164	413	370	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:	434	322	221	35	1275	383	164	413	370	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	322	221	35	1275	383	164	413	370	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 Vol.:	434	322	221	35	1275	383	164	413	370	0	0	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.59	0.41	1.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3400	1008	692	1700	3400	1700	1700	1700	1700	0	0	0

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.32	0.32	0.02	0.38	0.23	0.10	0.24	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.274  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	184	0	897	0	437	1299	0	259	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:	0	0	0	184	0	897	0	437	1299	0	259	86
Added Vol:	0	0	0	0	0	129	0	104	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	184	0	1026	0	541	1299	0	289	86
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	184	0	0	0	541	0	0	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	0	0	541	0	0	289	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	184	0	0	0	541	0	0	289	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.16	0.00	0.00	0.17	0.00
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.199  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 15 Level Of Service: A

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

Volume Module:

Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	14	56	3	0	60	50	276	400	0	326	6
Added Vol:	30	0	0	0	0	0	0	0	104	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	14	56	3	0	60	50	276	504	0	326	6
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:	33	14	56	3	0	60	50	276	0	0	326	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	14	56	3	0	60	50	276	0	0	326	6
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
Final Vol.:	33	14	56	3	0	60	50	276	0	0	326	6

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.30	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1194	506	1700	1700	0	1700	1700	3400	1700	0	5008	92

Capacity Analysis Module:

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

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCB  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	14	95	40	9	10	12	1307	37	73	1143	30
Added Vol:	0	0	0	0	0	0	0	14	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	14	95	40	9	10	12	1321	37	73	1154	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	14	95	40	9	10	12	1321	37	73	1154	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	14	95	40	9	10	12	1321	37	73	1154	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	14	95	40	9	10	12	1321	37	73	1154	30

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3307	93	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.06	0.02	0.01	0.01	0.01	0.40	0.40	0.04	0.34	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 1:30-2:30 PM

Base Vol:	46	442	44	311	648	68	64	295	42	133	244	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	442	44	311	648	68	64	295	42	133	244	290
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	453	44	311	662	68	64	295	42	133	244	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	453	44	311	662	68	64	295	42	133	244	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	453	44	311	662	68	64	295	42	133	244	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	46	453	44	311	662	68	64	295	42	133	244	290

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.03	0.18	0.19	0.04	0.04	0.09	0.02	0.08	0.07	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 294 423 0 0 746 221 0 0 0 175 688 149  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 294 423 0 0 746 221 0 0 0 175 688 149  
 Added Vol: 11 11 0 0 14 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 305 434 0 0 760 221 0 0 0 175 688 149  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 305 434 0 0 760 221 0 0 0 175 688 149  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 305 434 0 0 760 221 0 0 0 175 688 149  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 305 434 0 0 760 221 0 0 0 175 688 149  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.13 0.00 0.00 0.15 0.13 0.00 0.00 0.00 0.10 0.13 0.09  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM  
 Base Vol: 0 519 57 502 229 0 231 1079 199 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: 0 519 57 502 229 0 231 1079 199 0 0 0  
 Added Vol: 0 21 0 0 14 0 0 0 14 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 540 57 502 243 0 231 1079 213 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: 0 540 0 502 243 0 231 1079 213 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 540 0 502 243 0 231 1079 213 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 Vol.: 0 540 0 502 243 0 231 1079 213 0 0 0  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.00 0.15 0.07 0.00 0.14 0.21 0.13 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

```

*****
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR
*****
Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[ 13.2]
*****
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 0 0 0 0 0 1 1 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 29 0 156 0 0 0 0 275 35 187 327 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: 29 0 156 0 0 0 0 275 35 187 327 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: 29 0 156 0 0 0 0 275 35 187 327 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: 29 0 156 0 0 0 0 275 35 187 327 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 29 0 156 0 0 0 0 275 35 187 327 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: 813 xxxx 275 xxxx xxxx xxxxx xxxx xxxx xxxxx 310 xxxx xxxxx
Potent Cap.: 351 xxxx 769 xxxx xxxx xxxxx xxxx xxxx xxxxx 1262 xxxx xxxxx
Move Cap.: 311 xxxx 769 xxxx xxxx xxxxx xxxx xxxx xxxxx 1262 xxxx xxxxx
Volume/Cap: 0.09 xxxx 0.20 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.15 xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.5 xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.3 xxxx xxxxx
LOS by Move: * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 625 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 1.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx 13.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * B * * * * * * * * * *
ApproachDel: 13.2 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

```

*****
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR
*****
Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[ 13.7]
*****
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 0 0 0 1 0 1 1 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 23 0 62 0 0 0 0 397 39 110 491 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: 23 0 62 0 0 0 0 397 39 110 491 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: 23 0 62 0 0 0 0 397 39 110 491 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: 23 0 62 0 0 0 0 397 39 110 491 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 23 0 62 0 0 0 0 397 39 110 491 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: 863 xxxx 397 xxxx xxxx xxxxx xxxx xxxx xxxxx 436 xxxx xxxxx
Potent Cap.: 328 xxxx 657 xxxx xxxx xxxxx xxxx xxxx xxxxx 1134 xxxx xxxxx
Move Cap.: 304 xxxx 657 xxxx xxxx xxxxx xxxx xxxx xxxxx 1134 xxxx xxxxx
Volume/Cap: 0.08 xxxx 0.09 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.10 xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.5 xxxx xxxxx
LOS by Move: * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 500 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx 13.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * B * * * * * * * * * *
ApproachDel: 13.7 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 37 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	72	268	172	185	163	111	136	279	33	331	377	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:	72	268	172	185	163	111	136	279	33	331	377	95
Added Vol:	0	12	111	11	17	0	0	0	0	157	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	280	283	196	180	111	136	279	33	488	377	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:	72	280	283	196	180	111	136	279	33	488	377	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	280	283	196	180	111	136	279	33	488	377	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 Vol.:	72	280	283	196	180	111	136	279	33	488	377	104

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.16	0.17	0.12	0.11	0.07	0.08	0.08	0.02	0.29	0.11	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: E[ 38.6]

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	0	1	1	0	2

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	32	0	72	0	0	0	0	591	43	70	713	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:	32	0	72	0	0	0	0	591	43	70	713	0
Added Vol:	9	0	80	0	0	0	0	111	11	98	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	152	0	0	0	0	702	54	168	870	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:	41	0	152	0	0	0	0	702	54	168	870	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	41	0	152	0	0	0	0	702	54	168	870	0

Critical Gap Module:

	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1500	xxxx	378	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	756	xxxx	xxxxx
Potent Cap.:	115	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	864	xxxx	xxxxx
Move Cap.:	98	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	864	xxxx	xxxxx
Volume/Cap:	0.42	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	xxxx

Level Of Service Module:

	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	291	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	38.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:	38.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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*****
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.446
Loss Time (sec):  5 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    22      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:        1 0 1 0 1      0 0 1 0 0      1 0 2 0 1      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      49 12 17 35 4 83 28 581 53 117 649 91
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    49 12 17 35 4 83 28 581 53 117 649 91
Added Vol:      0 0 0 0 0 0 0 191 0 0 255 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    49 12 17 35 4 83 28 772 53 117 904 91
User Adj:      1.00 1.00 0.00 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
PHF Volume:     49 12 0 35 4 83 28 772 53 117 904 91
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    49 12 0 35 4 83 28 772 53 117 904 91
PCE Adj:        1.00 1.00 0.00 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
Final Vol.:     49 12 0 35 4 83 28 772 53 117 904 91
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 1.00 1.00 0.29 0.03 0.68 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:    1700 1700 1700 488 56 1157 1700 3400 1700 1700 3400 1700
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.03 0.01 0.00 0.02 0.07 0.07 0.02 0.23 0.03 0.07 0.27 0.05
Crit Moves:    ****          ****          ****          ****
*****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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*****
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #110 DEL OBISPO ST/STONEHILL DR
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.586
Loss Time (sec):  5 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:        1 0 1 1 0      1 0 1 1 0      1 0 2 0 1      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:  >> Count Date: 25 May 2003 << 2:30-3:30 PM
Base Vol:      82 239 86 248 457 136 83 600 61 185 571 177
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    82 239 86 248 457 136 83 600 61 185 571 177
Added Vol:      0 11 21 0 14 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    82 250 107 248 471 136 83 600 61 185 571 177
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     82 250 107 248 471 136 83 600 61 185 571 177
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    82 250 107 248 471 136 83 600 61 185 571 177
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     82 250 107 248 471 136 83 600 61 185 571 177
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 1.40 0.60 1.00 1.55 0.45 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:    1700 2381 1019 1700 2638 762 1700 3400 1700 1700 3400 1700
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.05 0.11 0.10 0.15 0.18 0.18 0.05 0.18 0.04 0.11 0.17 0.10
Crit Moves:    ****          ****          ****          ****
*****

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.758  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: C

\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:00-3:00 PM

Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	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:	89	124	309	221	174	122	197	1226	151	385	786	70
Added Vol:	0	31	160	0	14	0	0	0	0	241	0	0
PasserByVol:	0	0	0	0	0	3	0	0	0	0	0	0
Initial Fut:	89	155	469	221	188	125	197	1226	151	626	786	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	155	469	221	188	125	197	1226	151	626	786	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	155	469	221	188	125	197	1226	151	626	786	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	155	469	221	188	125	197	1226	151	626	786	70

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	1700	1700	1700	3400	1700	1700	1700	3400	1700	3400	3122	278

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.28	0.07	0.11	0.07	0.12	0.36	0.09	0.18	0.25	0.25
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	1	0	1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	45	0	45	62	1737	0	74	1416	36
Added Vol:	0	0	0	0	0	0	0	160	0	0	241	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	45	62	1897	0	74	1657	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	45	0	45	62	1897	0	74	1657	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	45	62	1897	0	74	1657	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	45	0	45	62	1897	0	74	1657	36

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3328	72

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.56	0.00	0.04	0.50	0.50
Crit Moves:				****			****			****		

\*\*\*\*\*



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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.822  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 57 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 1:45-2:45 PM

Base Vol:	440	234	201	66	1256	535	182	444	384	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:	440	234	201	66	1256	535	182	444	384	0	0	0
Added Vol:	0	0	0	0	0	0	0	21	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	234	201	66	1256	535	182	465	384	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:	440	234	201	66	1256	535	182	465	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	234	201	66	1256	535	182	465	384	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 Vol.:	440	234	201	66	1256	535	182	465	384	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.54	0.46	1.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3400	914	786	1700	3400	1700	1700	1700	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.26	0.26	0.04	0.37	0.31	0.11	0.27	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	208	0	816	0	585	917	0	211	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	208	0	816	0	585	917	0	211	76
Added Vol:	0	0	0	0	0	184	0	117	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	208	0	1000	0	702	917	0	253	76
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	208	0	0	0	702	0	0	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	0	0	702	0	0	253	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	208	0	0	0	702	0	0	253	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.21	0.00	0.00	0.15	0.00
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
EXISTING WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.226  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	13	55	4	0	53	76	291	447	0	343	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:	11	13	55	4	0	53	76	291	447	0	343	9
Added Vol:	42	0	0	0	0	0	0	0	117	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	13	55	4	0	53	76	291	564	0	343	9
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:	53	13	55	4	0	53	76	291	0	0	343	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	13	55	4	0	53	76	291	0	0	343	9
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
Final Vol.:	53	13	55	4	0	53	76	291	0	0	343	9

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.20	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1365	335	1700	1700	0	1700	1700	3400	1700	0	4970	130

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.04	0.03	0.00	0.00	0.03	0.04	0.09	0.00	0.00	0.07	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## **Existing Plus Harborwide Project Conditions**

A-EX+HAR-AM Fri Mar 3, 2006 09:53:22 Page 3-1

DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	12	16	33	4	3	5	787	10	35	1291	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:	35	12	16	33	4	3	5	787	10	35	1291	26
Added Vol:	0	0	0	0	0	0	0	13	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	12	16	33	4	3	5	800	10	35	1302	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	12	16	33	4	3	5	800	10	35	1302	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	12	16	33	4	3	5	800	10	35	1302	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	12	16	33	4	3	5	800	10	35	1302	26

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3358	42	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.01	0.01	0.02	0.00	0.00	0.00	0.24	0.24	0.02	0.38	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	27	227	58	253	492	89	58	312	31	103	279	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	227	58	253	492	89	58	312	31	103	279	235
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	238	58	253	506	89	58	312	31	103	279	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	238	58	253	506	89	58	312	31	103	279	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	238	58	253	506	89	58	312	31	103	279	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	27	238	58	253	506	89	58	312	31	103	279	235

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.03	0.15	0.15	0.05	0.03	0.09	0.02	0.06	0.08	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 79 78 0 0 391 258 0 0 0 89 1190 128  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 79 78 0 0 391 258 0 0 0 89 1190 128  
 Added Vol: 11 11 0 0 14 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 90 89 0 0 405 258 0 0 0 89 1190 128  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 90 89 0 0 405 258 0 0 0 89 1190 128  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 90 89 0 0 405 258 0 0 0 89 1190 128  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 90 89 0 0 405 258 0 0 0 89 1190 128

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.03 0.00 0.00 0.08 0.15 0.00 0.00 0.00 0.05 0.23 0.08  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.332  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

Approach:	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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM  
 Base Vol: 0 110 30 368 121 0 92 687 75 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: 0 110 30 368 121 0 92 687 75 0 0 0  
 Added Vol: 0 23 0 0 14 0 0 0 13 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 133 30 368 135 0 92 687 88 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: 0 133 0 368 135 0 92 687 88 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 133 0 368 135 0 92 687 88 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 Vol.: 0 133 0 368 135 0 92 687 88 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.04 0.00 0.11 0.04 0.00 0.05 0.13 0.05 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #105 ISLAND WAY/DANA POINT HARBOR DR

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B [ 10.1]

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 0 0 0	0 0 1 0 1	1 0 2 0 0

Volume Module:

Base Vol:	17	0	75	0	0	0	0	158	24	89	154	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:	17	0	75	0	0	0	0	158	24	89	154	0
Added Vol:	0	0	3	0	0	0	0	-4	0	23	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	78	0	0	0	0	154	24	112	159	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:	17	0	78	0	0	0	0	154	24	112	159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	0	78	0	0	0	0	154	24	112	159	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	458	xxxx	154	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	178	xxxx	xxxx
Potent Cap.:	565	xxxx	897	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1410	xxxx	xxxx
Move Cap.:	531	xxxx	897	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1410	xxxx	xxxx
Volume/Cap:	0.03	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	7.8	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	799	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	10.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx			
ApproachLOS:	B	*	*	*	*	*	*	*	*			

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A [ 9.8]

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 0 0 0	0 0 1 0 1	1 0 2 0 0

Volume Module:

Base Vol:	4	0	25	0	0	0	0	201	19	53	245	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:	4	0	25	0	0	0	0	201	19	53	245	0
Added Vol:	0	0	33	0	0	0	0	-1	0	46	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	58	0	0	0	0	200	19	99	273	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:	4	0	58	0	0	0	0	200	19	99	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	0	58	0	0	0	0	200	19	99	273	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	535	xxxx	200	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	219	xxxx	xxxx
Potent Cap.:	510	xxxx	846	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1362	xxxx	xxxx
Move Cap.:	482	xxxx	846	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1362	xxxx	xxxx
Volume/Cap:	0.01	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	7.8	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	807	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	9.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx			
ApproachLOS:	A	*	*	*	*	*	*	*	*			

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.332  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 8:00-9:00 AM

Base Vol:	30	39	40	45	82	89	58	162	9	105	180	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	39	40	45	82	89	58	162	9	105	180	89
Added Vol:	0	14	130	3	17	7	3	29	0	150	67	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	53	170	48	99	96	61	191	9	255	247	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	53	170	48	99	96	61	191	9	255	247	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	53	170	48	99	96	61	191	9	255	247	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	53	170	48	99	96	61	191	9	255	247	94

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.10	0.03	0.06	0.06	0.04	0.06	0.01	0.15	0.07	0.06
Crit Moves:	***			***			***			***		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B [ 12.1 ]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	17	0	24	0	0	0	0	218	30	23	331	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:	17	0	24	0	0	0	0	218	30	23	331	0
Added Vol:	5	0	43	0	0	0	0	158	3	31	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	67	0	0	0	0	376	33	54	548	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:	22	0	67	0	0	0	0	376	33	54	548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	0	67	0	0	0	0	376	33	54	548	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	775	xxxx	205	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	409	xxxx	xxxx
Potent Cap.:	339	xxxx	808	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1161	xxxx	xxxx
Move Cap.:	327	xxxx	808	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1161	xxxx	xxxx
Volume/Cap:	0.07	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	593	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.1		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.234  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	1	0	19	9	0	10	7	233	4	30	347	12
Growth Adj:	1.00	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	19	9	0	10	7	233	4	30	347	12
Added Vol:	0	0	0	0	0	0	0	202	0	0	248	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	19	9	0	10	7	435	4	30	595	12
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:	1	0	0	9	0	10	7	435	4	30	595	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	9	0	10	7	435	4	30	595	12
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 Vol.:	1	0	0	9	0	10	7	435	4	30	595	12

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.47	0.00	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	805	0	895	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.13	0.00	0.02	0.17	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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A-EX+HAR-AM Fri Mar 3, 2006 09:53:22 Page 12-1

DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	82	187	119	391	321	97	206	841	76	71	495	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	187	119	391	321	97	206	841	76	71	495	157
Added Vol:	0	11	22	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	198	141	391	335	97	206	841	76	71	495	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	198	141	391	335	97	206	841	76	71	495	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	198	141	391	335	97	206	841	76	71	495	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	82	198	141	391	335	97	206	841	76	71	495	157

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1986	1414	1700	2637	763	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.10	0.23	0.13	0.13	0.12	0.25	0.04	0.04	0.15	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*



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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 38 63 174 207 67 121 100 947 68 290 1342 161  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 38 63 174 207 67 121 100 947 68 290 1342 161  
 Added Vol: 0 33 169 0 14 0 0 0 0 234 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 38 96 343 207 81 121 100 947 68 524 1342 161  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 38 96 343 207 81 121 100 947 68 524 1342 161  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 38 96 343 207 81 121 100 947 68 524 1342 161  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 38 96 343 207 81 121 100 947 68 524 1342 161  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 2.00 1.00 1.00 1.00 2.00 1.00 2.00 1.79 0.21  
 Final Sat.: 1700 1700 1700 3400 1700 1700 1700 3400 1700 3400 3036 364  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.06 0.20 0.06 0.05 0.07 0.06 0.28 0.04 0.15 0.44 0.44  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 0 0 0 16 0 16 24 1487 0 34 1744 38  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 16 0 16 24 1487 0 34 1744 38  
 Added Vol: 0 0 0 0 0 0 0 169 0 0 234 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 16 0 16 24 1656 0 34 1978 38  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 16 0 16 24 1656 0 34 1978 38  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 16 0 16 24 1656 0 34 1978 38  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 16 0 16 24 1656 0 34 1978 38  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 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 0.50 0.00 0.50 1.00 2.00 0.00 1.00 1.96 0.04  
 Final Sat.: 0 0 0 850 0 850 1700 3400 0 1700 3336 64  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.01 0.49 0.00 0.02 0.59 0.59  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.884  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 78 Level Of Service: D

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

	380	390	258	53	341	419	232	695	237	0	0	0
Base Vol:	380	390	258	53	341	419	232	695	237	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:	380	390	258	53	341	419	232	695	237	0	0	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	390	258	53	341	419	232	717	237	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:	380	390	258	53	341	419	232	717	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	390	258	53	341	419	232	717	237	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 Vol.:	380	390	258	53	341	419	232	717	237	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3400	1023	677	1700	3400	1700	1700	1700	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.38	0.38	0.03	0.10	0.25	0.14	0.42	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.271  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

	0	0	0	127	0	0	0	501	948	0	189	89
Base Vol:	0	0	0	127	0	0	0	501	948	0	189	89
Growth Adj:	1.00	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	127	0	0	0	501	948	0	189	89
Added Vol:	0	0	0	0	0	179	0	124	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	127	0	179	0	625	948	0	230	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	127	0	0	0	625	0	0	230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	0	0	625	0	0	230	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	127	0	0	0	625	0	0	230	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.18	0.00	0.00	0.14	0.00
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.278  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	34	36	0	94	28	218	408	0	615	11
Added Vol:	41	0	0	0	0	0	0	0	124	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	7	34	36	0	94	28	218	532	0	615	11
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:	57	7	34	36	0	94	28	218	0	0	615	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	7	34	36	0	94	28	218	0	0	615	11
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
Final Vol.:	57	7	34	36	0	94	28	218	0	0	615	11

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1514	186	1700	1700	0	1700	1700	3400	1700	0	5010	90

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.02	0.02	0.00	0.06	0.02	0.06	0.00	0.00	0.12	0.12
Crit Moves:	****					****	****			****		

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.498  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
Growth Adj:	1.00	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	28	71	28	9	4	21	1175	14	76	1270	43
Added Vol:	0	0	0	0	0	0	0	17	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	28	71	28	9	4	21	1192	14	76	1283	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	28	71	28	9	4	21	1192	14	76	1283	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	28	71	28	9	4	21	1192	14	76	1283	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	35	28	71	28	9	4	21	1192	14	76	1283	43

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3361	39	1700	3400	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.02	0.04	0.02	0.01	0.00	0.01	0.35	0.35	0.04	0.38	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 5:00-6:00 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	36	446	86	240	467	97	93	392	76	128	380	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	446	86	240	467	97	93	392	76	128	380	363
Added Vol:	0	13	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	459	86	240	483	97	93	392	76	128	380	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	459	86	240	483	97	93	392	76	128	380	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	459	86	240	483	97	93	392	76	128	380	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	36	459	86	240	483	97	93	392	76	128	380	363

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.14	0.05	0.14	0.14	0.06	0.05	0.12	0.04	0.08	0.11	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Added Vol: 13 13 0 0 16 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 246 347 0 0 428 211 0 0 0 261 1091 194  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 246 347 0 0 428 211 0 0 0 261 1091 194  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 246 347 0 0 428 211 0 0 0 261 1091 194  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 246 347 0 0 428 211 0 0 0 261 1091 194

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.10 0.00 0.00 0.08 0.12 0.00 0.00 0.00 0.15 0.21 0.11  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 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: 0 487 31 453 188 0 127 950 86 0 0 0  
 Added Vol: 0 26 0 0 16 0 0 0 17 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 8 0 0 0  
 Initial Fut: 0 513 31 453 204 0 127 950 111 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: 0 513 0 453 204 0 127 950 111 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 513 0 453 204 0 127 950 111 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 Vol.: 0 513 0 453 204 0 127 950 111 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.15 0.00 0.13 0.06 0.00 0.07 0.19 0.07 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[ 10.9]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	37	0	164	0	0	0	0	126	39	118	128	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:	37	0	164	0	0	0	0	126	39	118	128	0
Added Vol:	0	0	25	0	0	0	0	-8	0	17	-18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	0	189	0	0	0	0	118	39	135	110	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:	37	0	189	0	0	0	0	118	39	135	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	189	0	0	0	0	118	39	135	110	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	443	xxxx	118	xxxx	xxxx	xxxx	xxxx	xxxx	157	xxxx	xxxx
Potent Cap.:	576	xxxx	939	xxxx	xxxx	xxxx	xxxx	xxxx	1435	xxxx	xxxx
Move Cap.:	534	xxxx	939	xxxx	xxxx	xxxx	xxxx	xxxx	1435	xxxx	xxxx
Volume/Cap:	0.07	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx			
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	836	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	1.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd StpDel:	xxxxxx	10.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	10.9		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS:	B		*			*			*			*			

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[ 11.4]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	15	0	25	0	0	0	0	288	23	78	244	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:	15	0	25	0	0	0	0	288	23	78	244	0
Added Vol:	0	0	29	0	0	0	0	17	0	31	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	54	0	0	0	0	305	23	109	243	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:	15	0	54	0	0	0	0	305	23	109	243	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	0	54	0	0	0	0	305	23	109	243	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	645	xxxx	305	xxxx	xxxx	xxxx	xxxx	xxxx	328	xxxx	xxxxxx
Potent Cap.:	440	xxxx	740	xxxx	xxxx	xxxx	xxxx	xxxx	1243	xxxx	xxxxxx
Move Cap.:	411	xxxx	740	xxxx	xxxx	xxxx	xxxx	xxxx	1243	xxxx	xxxxxx
Volume/Cap:	0.04	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx			
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	630	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd StpDel:	xxxxxx	11.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	11.4		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS:	B		*			*			*			*			

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.439  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:00-5:00 PM

	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 Vol.:
	19	86	126	179	75	94	116	162	14	114	212	83		
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	19	86	126	179	75	94	116	162	14	114	212	83		
	0	12	111	11	17	4	5	41	0	157	26	9		
	0	0	0	0	0	0	0	0	0	0	0	0		
	19	98	237	190	92	98	121	203	14	271	238	92		
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	19	98	237	190	92	98	121	203	14	271	238	92		
	0	0	0	0	0	0	0	0	0	0	0	0		
	19	98	237	190	92	98	121	203	14	271	238	92		
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	19	98	237	190	92	98	121	203	14	271	238	92		

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.06	0.14	0.11	0.05	0.06	0.07	0.06	0.01	0.16	0.07	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C [ 20.0]  
\*\*\*\*\*

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	1	0	0	1	1	0	2

Volume Module:

	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 Vol.:
	26	0	71	0	0	0	0	0	0	436	39	43	400	0
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	26	0	71	0	0	0	0	0	0	436	39	43	400	0
	9	0	83	0	0	0	0	0	0	152	11	103	183	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	35	0	154	0	0	0	0	0	0	588	50	146	583	0
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	35	0	154	0	0	0	0	0	0	588	50	146	583	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	35	0	154	0	0	0	0	0	0	588	50	146	583	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>2.2</td> <td>xxxx</td> <td>xxxxx</td>	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1196	xxxx	319	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	638	xxxx	xxxxx
Potent Cap.:	182	xxxx	683	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>956</td> <td>xxxx</td> <td>xxxxx</td> </td></td>	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>956</td> <td>xxxx</td> <td>xxxxx</td> </td>	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>956</td> <td>xxxx</td> <td>xxxxx</td>	xxxxx	956	xxxx	xxxxx
Move Cap.:	160	xxxx	683	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>956</td> <td>xxxx</td> <td>xxxxx</td> </td></td>	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>956</td> <td>xxxx</td> <td>xxxxx</td> </td>	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>956</td> <td>xxxx</td> <td>xxxxx</td>	xxxxx	956	xxxx	xxxxx
Volume/Cap:	0.22	xxxx	0.23	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>0.15</td> <td>xxxx</td> <td>xxxx</td> </td></td>	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>0.15</td> <td>xxxx</td> <td>xxxx</td> </td>	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>0.15</td> <td>xxxx</td> <td>xxxx</td>	xxxxx	0.15	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR
Shared Cap.:	xxxx	426	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> </td></td></td>	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> </td></td>	xxxxx	xxxx	xxxx <td>xxxxx</td> <td>xxxx</td> <td>xxxx <td>xxxxx</td> </td>	xxxxx	xxxx	xxxx <td>xxxxx</td>	xxxxx
SharedQueue:	xxxxx	2.2	xxxxx	xxxxx	xxxx <td>xxxxx</td> <td>xxxxx</td> <td>xxxx <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxx <td>xxxxx</td> </td></td>	xxxxx	xxxxx	xxxx <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxx <td>xxxxx</td> </td>	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx <td>xxxxx</td>	xxxxx
Shrd StpDel:	xxxxx	20.0	xxxxx	xxxxx	xxxx <td>xxxxx</td> <td>xxxxx</td> <td>xxxx <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxx <td>xxxxx</td> </td></td>	xxxxx	xxxxx	xxxx <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxxx</td> <td>xxxx <td>xxxxx</td> </td>	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx <td>xxxxx</td>	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.0		xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	C		*			*			*			*			*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.321  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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

Volume Module:

Base Vol:	19	1	18	34	0	12	8	451	20	53	425	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:	19	1	18	34	0	12	8	451	20	53	425	32
Added Vol:	0	0	0	0	0	0	0	235	0	0	285	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	18	34	0	12	8	686	20	53	710	32
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:	19	1	0	34	0	12	8	686	20	53	710	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	34	0	12	8	686	20	53	710	32
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 Vol.:	19	1	0	34	0	12	8	686	20	53	710	32

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1257	0	443	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.03	0.00	0.20	0.01	0.03	0.21	0.02
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.685  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B

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

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	158	181	114	230	235	133	194	650	98	159	977	446
Growth Adj:	1.00	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	181	114	230	235	133	194	650	98	159	977	446
Added Vol:	0	13	25	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	194	139	230	251	133	194	650	98	159	977	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	194	139	230	251	133	194	650	98	159	977	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	194	139	230	251	133	194	650	98	159	977	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	158	194	139	230	251	133	194	650	98	159	977	446

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1981	1419	1700	2222	1178	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.10	0.14	0.11	0.11	0.11	0.19	0.06	0.09	0.29	0.26
Crit Moves:	****			****			****			****		



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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 58 Level Of Service: D

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM

Base Vol:	74	122	344	247	131	104	167	1247	67	271	1336	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:	74	122	344	247	131	104	167	1247	67	271	1336	187
Added Vol:	0	38	196	0	16	0	0	0	0	269	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	160	540	247	147	104	167	1247	67	540	1336	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	160	540	247	147	104	167	1247	67	540	1336	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	160	540	247	147	104	167	1247	67	540	1336	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	160	540	247	147	104	167	1247	67	540	1336	187

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	1700	1700	1700	3400	1700	1700	1700	3400	1700	3400	2983	417

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.32	0.07	0.09	0.06	0.10	0.37	0.04	0.16	0.45	0.45
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM

Base Vol:	0	0	0	29	0	48	56	1732	0	24	1887	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:	0	0	0	29	0	48	56	1732	0	24	1887	49
Added Vol:	0	0	0	0	0	0	0	196	0	0	269	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	48	56	1928	0	24	2156	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	48	56	1928	0	24	2156	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	48	56	1928	0	24	2156	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	0	0	0	29	0	48	56	1928	0	24	2156	49

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.38	0.00	0.62	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	640	0	1060	1700	3400	0	1700	3324	76

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.03	0.57	0.00	0.01	0.65	0.65
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: C

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

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

	522	298	348	233	715	855	227	448	341	0	0	0
Base Vol:	522	298	348	233	715	855	227	448	341	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:	522	298	348	233	715	855	227	448	341	0	0	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	522	298	348	233	715	855	227	473	341	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:	522	298	348	233	715	855	227	473	341	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	298	348	233	715	855	227	473	341	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 Vol.:	522	298	348	233	715	855	227	473	341	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.46	0.54	1.00	2.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	3400	784	916	1700	3400	1700	1700	1700	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.38	0.38	0.14	0.21	0.50	0.13	0.28	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.368  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 19 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

	0	0	0	334	0	0	0	602	1248	0	155	79
Base Vol:	0	0	0	334	0	0	0	602	1248	0	155	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	334	0	0	0	602	1248	0	155	79
Added Vol:	0	0	0	0	0	206	0	144	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	334	0	206	0	746	1248	0	203	79
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	334	0	0	0	746	0	0	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	0	0	0	746	0	0	203	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	334	0	0	0	746	0	0	203	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.22	0.00	0.00	0.12	0.00
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1 (PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.260  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	27	86	4	0	76	75	459	431	0	361	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:	3	27	86	4	0	76	75	459	431	0	361	8
Added Vol:	48	0	0	0	0	0	0	0	144	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	27	86	4	0	76	75	459	575	0	361	8
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:	51	27	86	4	0	76	75	459	0	0	361	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	27	86	4	0	76	75	459	0	0	361	8
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
Final Vol.:	51	27	86	4	0	76	75	459	0	0	361	8

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1112	588	1700	1700	0	1700	1700	3400	1700	0	4989	111

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.05	0.05	0.00	0.00	0.04	0.04	0.14	0.00	0.00	0.07	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

B-EX+HAR-NOON Fri Mar 3, 2006 09:53:47 Page 3-1

DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #101 Street of the Blue Lantern/PCH
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.657
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     33      Level Of Service:      B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:      1 0 1 1 0 1 0 1 0 1 0 1 0 2 0 1
-----
Volume Module:
Base Vol:      61 18 71 41 6 5 23 1647 18 81 1156 22
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    61 18 71 41 6 5 23 1647 18 81 1156 22
Added Vol:      0 0 0 0 0 0 0 0 13 0 0 11 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    61 18 71 41 6 5 23 1660 18 81 1167 22
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     61 18 71 41 6 5 23 1660 18 81 1167 22
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    61 18 71 41 6 5 23 1660 18 81 1167 22
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    61 18 71 41 6 5 23 1660 18 81 1167 22
-----
Saturation Flow Module:
Sat/Lane:      1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.98 0.02 1.00 2.00 1.00
Final Sat.:    1700 1700 1700 1700 1700 1700 1700 3364 36 1700 3400 1700
-----
Capacity Analysis Module:
Vol/Sat:      0.04 0.01 0.04 0.02 0.00 0.00 0.01 0.49 0.49 0.05 0.34 0.01
Crit Moves:      ****
*****

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B-EX+HAR-NOON Fri Mar 3, 2006 09:53:47 Page 4-1

DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.569
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     27      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:      1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
-----
Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM
Base Vol:      46 537 52 311 864 83 50 282 39 119 293 247
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    46 537 52 311 864 83 50 282 39 119 293 247
Added Vol:      0 11 0 0 14 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    46 548 52 311 878 83 50 282 39 119 293 247
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     46 548 52 311 878 83 50 282 39 119 293 247
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    46 548 52 311 878 83 50 282 39 119 293 247
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      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 Vol.:    46 548 52 311 878 83 50 282 39 119 293 247
-----
Saturation Flow Module:
Sat/Lane:      1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:    1700 3400 1700 1700 3400 1700 1700 3400 1700 1700 3400 1700
-----
Capacity Analysis Module:
Vol/Sat:      0.03 0.16 0.03 0.18 0.26 0.05 0.03 0.08 0.02 0.07 0.09 0.15
Crit Moves:      ****
*****

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B-EX+HAR-NOON Fri Mar 3, 2006 09:53:47 Page 5-1

DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.540
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:     25          Level Of Service:           A
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      1 0 2 0 0      0 0 3 0 1      0 0 0 0 0      1 0 3 0 1
-----
Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM
Base Vol:    299 436 0      0 712 278 0 0 0 162 736 169
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  299 436 0      0 712 278 0 0 0 162 736 169
Added Vol:    11 11 0      0 14 0 0 0 0 0 0 0
PasserByVol:  0 0 0      0 0 0 0 0 0 0 0 0 0
Initial Fut:  310 447 0      0 726 278 0 0 0 162 736 169
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   310 447 0      0 726 278 0 0 0 162 736 169
Reduct Vol:   0 0 0      0 0 0 0 0 0 0 0 0 0
Reduced Vol:  310 447 0      0 726 278 0 0 0 162 736 169
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   310 447 0      0 726 278 0 0 0 162 736 169
-----
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00
Final Sat.:  1700 3400 0      0 5100 1700 0 0 0 1700 5100 1700
-----
Capacity Analysis Module:
Vol/Sat:     0.18 0.13 0.00 0.00 0.14 0.16 0.00 0.00 0.00 0.10 0.14 0.10
Crit Moves:  ****              ****              ****
*****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.608
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:     29          Level Of Service:           B
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Protected      Protected      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      2 0 2 0 0      1 0 3 0 1      0 0 0 0 0
-----
Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM
Base Vol:    0 424 39 645 285 0 319 1209 220 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
Initial Bse:  0 424 39 645 285 0 319 1209 220 0 0 0
Added Vol:    0 23 0 0 14 0 0 0 13 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 447 39 645 299 0 319 1209 233 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
PHF Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 447 0 645 299 0 319 1209 233 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 447 0 645 299 0 319 1209 233 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
MLF Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 447 0 645 299 0 319 1209 233 0 0 0
-----
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00
Final Sat.:  0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0
-----
Capacity Analysis Module:
Vol/Sat:     0.00 0.13 0.00 0.19 0.09 0.00 0.19 0.24 0.14 0.00 0.00 0.00
Crit Moves:  ****              ****              ****
*****

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B-EX+HAR-NOON Fri Mar 3, 2006 09:53:47 Page 7-1

DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[ 12.7]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	PasserByVol:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
North Bound	29	0	126	0	0	0	1.00	1.00	1.00	0	126
South Bound	0	0	0	0	0	0	1.00	1.00	1.00	0	0
East Bound	0	0	0	0	0	0	1.00	1.00	1.00	0	0
West Bound	0	0	0	0	0	0	1.00	1.00	1.00	0	0

Critical Gap Module:

	Critical Gp:	FollowUpTim:
North Bound	6.2	3.5
South Bound	6.2	3.3
East Bound	4.1	2.2
West Bound	4.1	2.2

Capacity Module:

	Cnflct Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
North Bound	775	369	328	0.09
South Bound	256	788	788	0.16
East Bound	306	1266	1266	0.15
West Bound	306	1266	1266	0.15

Level Of Service Module:

	Queue:	Stopped Del:	LOS by Move:
North Bound	0.5	8.3	A
South Bound	0.5	8.3	A
East Bound	0.5	8.3	A
West Bound	0.5	8.3	A

ApproachDel: 12.7  
ApproachLOS: B

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[ 13.0]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	PasserByVol:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
North Bound	14	0	52	0	0	0	1.00	1.00	1.00	0	52
South Bound	0	0	0	0	0	0	1.00	1.00	1.00	0	0
East Bound	0	0	0	0	0	0	1.00	1.00	1.00	0	0
West Bound	0	0	0	0	0	0	1.00	1.00	1.00	0	0

Critical Gap Module:

	Critical Gp:	FollowUpTim:
North Bound	6.4	3.5
South Bound	6.2	3.3
East Bound	4.1	2.2
West Bound	4.1	2.2

Capacity Module:

	Cnflct Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
North Bound	951	373	291	0.05
South Bound	373	678	678	0.13
East Bound	390	1180	1180	0.15
West Bound	390	1180	1180	0.15

Level Of Service Module:

	Queue:	Stopped Del:	LOS by Move:
North Bound	0.5	8.6	A
South Bound	0.5	8.6	A
East Bound	0.5	8.6	A
West Bound	0.5	8.6	A

ApproachDel: 13.0  
ApproachLOS: B

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

	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 Vol.:
North Bound	57	258	136	174	187	113	137	267	27	311	391	93		
South Bound	57	258	136	174	187	113	137	267	27	311	391	93		
East Bound	0	14	130	3	17	7	3	29	0	150	67	5		
West Bound	0	0	0	0	0	0	0	0	0	0	0	0		
PHF Volume:	57	272	266	177	204	120	140	296	27	461	458	98		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	57	272	266	177	204	120	140	296	27	461	458	98		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	57	272	266	177	204	120	140	296	27	461	458	98		

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.16	0.10	0.12	0.07	0.08	0.09	0.02	0.27	0.13	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[ 20.0]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

	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 Vol.:
North Bound	21	0	46	0	0	0	0	0	0	0	521	31	52	714
South Bound	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	0	46	0	0	0	0	0	0	0	521	31	52	714
Added Vol:	5	0	43	0	0	0	0	0	0	0	158	3	31	217
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	89	0	0	0	0	0	0	0	679	34	83	931
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	89	0	0	0	0	0	0	0	679	34	83	931
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	26	0	89	0	0	0	0	0	0	0	679	34	83	931

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1327	xxxx	357	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	713	xxxx	xxxx
Potent Cap.:	149	xxxx	646	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	896	xxxx	xxxx
Move Cap.:	139	xxxx	646	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	896	xxxx	xxxx
Volume/Cap:	0.19	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT
Shared Cap.:	xxxx	353	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	20.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.0		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*		*		*		*	

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Protected Protected  
Rights: Ignore Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 0 1 0 0 1 0 0 1 0 2 0 1  
-----|-----|-----|-----|

Volume Module:  
Base Vol: 42 2 21 30 4 35 22 501 40 103 631 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: 42 2 21 30 4 35 22 501 40 103 631 49  
Added Vol: 0 0 0 0 0 0 0 202 0 0 248 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 42 2 21 30 4 35 22 703 40 103 879 49  
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: 42 2 0 30 4 35 22 703 40 103 879 49  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 42 2 0 30 4 35 22 703 40 103 879 49  
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 Vol.: 42 2 0 30 4 35 22 703 40 103 879 49  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 1.00 0.43 0.06 0.51 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1700 1700 1700 739 99 862 1700 3400 1700 1700 3400 1700  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.02 0.00 0.00 0.02 0.04 0.04 0.01 0.21 0.02 0.06 0.26 0.03  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1  
-----|-----|-----|-----|

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
Base Vol: 98 316 121 288 442 125 94 502 65 189 497 271  
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: 98 316 121 288 442 125 94 502 65 189 497 271  
Added Vol: 0 11 22 0 14 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 98 327 143 288 456 125 94 502 65 189 497 271  
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: 98 327 143 288 456 125 94 502 65 189 497 271  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 98 327 143 288 456 125 94 502 65 189 497 271  
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  
Final Vol.: 98 327 143 288 456 125 94 502 65 189 497 271  
-----|-----|-----|-----|

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.39 0.61 1.00 1.57 0.43 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1700 2366 1034 1700 2669 731 1700 3400 1700 1700 3400 1700  
-----|-----|-----|-----|

Capacity Analysis Module:  
Vol/Sat: 0.06 0.14 0.14 0.17 0.17 0.17 0.06 0.15 0.04 0.11 0.15 0.16  
Crit Moves: \*\*\*\*

\*\*\*\*\*



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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.852
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:     66          Level Of Service:           D
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Protected      Protected      Protected      Protected
Rights:      Ovl          Include      Include      Include
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Lanes:      1  0  1  0  1    2  0  1  0  1    1  0  2  0  1    2  0  1  1  0
-----|-----|-----|-----|
Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM
Base Vol:    68 118 331    276 191 176    328 1451 152    383 929 133
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:  68 118 331    276 191 176    328 1451 152    383 929 133
Added Vol:    0 33 169      0 14 0      0 0 0      234 0 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:  68 151 500    276 205 176    328 1451 152    617 929 133
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   68 151 500    276 205 176    328 1451 152    617 929 133
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  68 151 500    276 205 176    328 1451 152    617 929 133
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   68 151 500    276 205 176    328 1451 152    617 929 133
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700    1700 1700 1700    1700 1700 1700    1700 1700 1700
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.00 1.00 2.00 1.00 1.00 1.00 2.00 1.75 0.25
Final Sat.:  1700 1700 1700    3400 1700 1700    1700 3400 1700    3400 2974 426
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.04 0.09 0.29 0.08 0.12 0.10 0.19 0.43 0.09 0.18 0.31 0.31
Crit Moves:   ****      ****      ****      ****
*****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.703
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:     37          Level Of Service:           C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Split Phase    Split Phase    Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Lanes:      0  0  0  0  0    0  0  1  0  0    1  0  2  0  0    1  0  1  1  0
-----|-----|-----|-----|
Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM
Base Vol:    0 0 0      42 0 46    67 1750 0    62 1341 53
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 0 0      42 0 46    67 1750 0    62 1341 53
Added Vol:    0 0 0      0 0 0      0 169 0      0 234 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:  0 0 0      42 0 46    67 1919 0    62 1575 53
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0      42 0 46    67 1919 0    62 1575 53
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 0 0      42 0 46    67 1919 0    62 1575 53
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 0 0      42 0 46    67 1919 0    62 1575 53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700    1700 1700 1700    1700 1700 1700    1700 1700 1700
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 0.00 0.00 0.48 0.00 0.52 1.00 2.00 0.00 1.00 1.93 0.07
Final Sat.:  0 0 0      811 0 889    1700 3400 0    1700 3289 111
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.05 0.00 0.05 0.04 0.56 0.00 0.04 0.48 0.48
Crit Moves:   ****      ****      ****      ****
*****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
 Base Vol: 434 322 221 35 1275 383 164 395 370 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: 434 322 221 35 1275 383 164 395 370 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 22 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 434 322 221 35 1275 383 164 417 370 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: 434 322 221 35 1275 383 164 417 370 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 434 322 221 35 1275 383 164 417 370 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 Vol.: 434 322 221 35 1275 383 164 417 370 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 0.59 0.41 1.00 2.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00  
 Final Sat.: 3400 1008 692 1700 3400 1700 1700 1700 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.32 0.32 0.02 0.38 0.23 0.10 0.25 0.22 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.281  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM  
 Base Vol: 0 0 0 184 0 897 0 437 1299 0 259 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: 0 0 0 184 0 897 0 437 1299 0 259 86  
 Added Vol: 0 0 0 0 0 179 0 124 0 0 41 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 184 0 1076 0 561 1299 0 300 86  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 184 0 0 0 561 0 0 300 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 184 0 0 0 561 0 0 300 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 184 0 0 0 561 0 0 300 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.00 0.00 0.17 0.00 0.00 0.18 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.206  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 15 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	14	56	3	0	60	50	276	400	0	326	6
Added Vol:	41	0	0	0	0	0	0	0	124	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	14	56	3	0	60	50	276	524	0	326	6
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:	44	14	56	3	0	60	50	276	0	0	326	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	14	56	3	0	60	50	276	0	0	326	6
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
Final Vol.:	44	14	56	3	0	60	50	276	0	0	326	6

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1290	410	1700	1700	0	1700	1700	3400	1700	0	5008	92

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.04	0.03	0.08	0.00	0.00	0.07	0.07
Crit Moves:	****					****	****				****	

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	14	95	40	9	10	12	1307	37	73	1143	30
Added Vol:	0	0	0	0	0	0	0	17	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	14	95	40	9	10	12	1324	37	73	1156	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	14	95	40	9	10	12	1324	37	73	1156	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	14	95	40	9	10	12	1324	37	73	1156	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	14	95	40	9	10	12	1324	37	73	1156	30

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3308	92	1700	3400	1700

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.01	0.06	0.02	0.01	0.01	0.01	0.40	0.40	0.04	0.34	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	442	44	311	648	68	64	295	42	133	244	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	442	44	311	648	68	64	295	42	133	244	290
Added Vol:	0	13	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	455	44	311	664	68	64	295	42	133	244	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	455	44	311	664	68	64	295	42	133	244	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	455	44	311	664	68	64	295	42	133	244	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	46	455	44	311	664	68	64	295	42	133	244	290

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.13	0.03	0.18	0.20	0.04	0.04	0.09	0.02	0.08	0.07	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	294	423	0	0	746	221	0	0	0	175	688	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	423	0	0	746	221	0	0	0	175	688	149
Added Vol:	13	13	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	436	0	0	762	221	0	0	0	175	688	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	436	0	0	762	221	0	0	0	175	688	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	436	0	0	762	221	0	0	0	175	688	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	307	436	0	0	762	221	0	0	0	175	688	149

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.18	0.13	0.00	0.00	0.15	0.13	0.00	0.00	0.00	0.10	0.13	0.09
Crit Moves:	****			****						****		

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM

Base Vol:	0	519	57	502	229	0	231	1079	199	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	519	57	502	229	0	231	1079	199	0	0	0
Added Vol:	0	26	0	0	16	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	545	57	502	245	0	231	1079	216	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	545	0	502	245	0	231	1079	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	0	502	245	0	231	1079	216	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 Vol.:	0	545	0	502	245	0	231	1079	216	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.00	0.15	0.07	0.00	0.14	0.21	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #105 ISLAND WAY/DANA POINT HARBOR DR

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[ 13.4]

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 0 0 0	0 0 1 0 1	1 0 2 0 0

## Volume Module:

Base Vol:	29	0	156	0	0	0	0	275	35	187	327	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:	29	0	156	0	0	0	0	275	35	187	327	0
Added Vol:	0	0	25	0	0	0	0	-8	0	17	-18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	181	0	0	0	0	267	35	204	309	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:	29	0	181	0	0	0	0	267	35	204	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	181	0	0	0	0	267	35	204	309	0

## Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

## Capacity Module:

Cnflct Vol:	830	xxxx	267	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	302	xxxx	xxxx
Potent Cap.:	343	xxxx	777	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1270	xxxx	xxxx
Move Cap.:	301	xxxx	777	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1270	xxxx	xxxx
Volume/Cap:	0.10	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx

## Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	637	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[ 14.3]

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 0 0 0	0 0 1 0 1	1 0 2 0 0

## Volume Module:

Base Vol:	23	0	62	0	0	0	0	397	39	110	491	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:	23	0	62	0	0	0	0	397	39	110	491	0
Added Vol:	0	0	29	0	0	0	0	17	0	31	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	91	0	0	0	0	414	39	141	490	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:	23	0	91	0	0	0	0	414	39	141	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	23	0	91	0	0	0	0	414	39	141	490	0

## Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

## Capacity Module:

Cnflct Vol:	941	xxxx	414	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	453	xxxx	xxxx
Potent Cap.:	295	xxxx	643	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1118	xxxx	xxxx
Move Cap.:	266	xxxx	643	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1118	xxxx	xxxx
Volume/Cap:	0.09	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx

## Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	500	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.3		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	72	268	172	185	163	111	136	279	33	331	377	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:	72	268	172	185	163	111	136	279	33	331	377	95
Added Vol:	0	12	111	11	17	4	5	41	0	157	26	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	280	283	196	180	115	141	320	33	488	403	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:	72	280	283	196	180	115	141	320	33	488	403	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	280	283	196	180	115	141	320	33	488	403	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 Vol.:	72	280	283	196	180	115	141	320	33	488	403	104

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.16	0.17	0.12	0.11	0.07	0.08	0.09	0.02	0.29	0.12	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: E[ 46.6]  
\*\*\*\*\*

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	1	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	32	0	72	0	0	0	0	591	43	70	713	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:	32	0	72	0	0	0	0	591	43	70	713	0
Added Vol:	9	0	83	0	0	0	0	152	11	103	183	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	155	0	0	0	0	743	54	173	896	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:	41	0	155	0	0	0	0	743	54	173	896	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	41	0	155	0	0	0	0	743	54	173	896	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1564	xxxx	399	xxxx	xxxx	xxxxx	xxxx	xxxxx	797	xxxx	xxxxx
Potent Cap.:	104	xxxx	607	xxxx	xxxx	xxxxx	xxxx	xxxxx	834	xxxx	xxxxx
Move Cap.:	88	xxxx	607	xxxx	xxxx	xxxxx	xxxx	xxxxx	834	xxxx	xxxxx
Volume/Cap:	0.47	xxxx	0.26	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.21	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxxx	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	5.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	46.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:	46.6		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx			
ApproachLOS:	E		*		*		*		*			

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	49	12	17	35	4	83	28	581	53	117	649	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	12	17	35	4	83	28	581	53	117	649	91
Added Vol:	0	0	0	0	0	0	0	235	0	0	285	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	12	17	35	4	83	28	816	53	117	934	91
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:	49	12	0	35	4	83	28	816	53	117	934	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	12	0	35	4	83	28	816	53	117	934	91
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 Vol.:	49	12	0	35	4	83	28	816	53	117	934	91

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.29	0.03	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	488	56	1157	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.00	0.02	0.07	0.07	0.02	0.24	0.03	0.07	0.27	0.05
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	82	239	86	248	457	136	83	600	61	185	571	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	239	86	248	457	136	83	600	61	185	571	177
Added Vol:	0	13	25	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	252	111	248	473	136	83	600	61	185	571	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	252	111	248	473	136	83	600	61	185	571	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	252	111	248	473	136	83	600	61	185	571	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	82	252	111	248	473	136	83	600	61	185	571	177

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2360	1040	1700	2641	759	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.11	0.11	0.15	0.18	0.18	0.05	0.18	0.04	0.11	0.17	0.10
Crit Moves:	****			****			****			****		

\*\*\*\*\*



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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.763  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:00-3:00 PM

Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	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:	89	124	309	221	174	122	197	1226	151	385	786	70
Added Vol:	0	38	196	0	16	0	0	0	0	269	0	0
PasserByVol:	0	0	0	0	0	3	0	0	0	0	0	0
Initial Fut:	89	162	505	221	190	125	197	1226	151	654	786	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	162	505	221	190	125	197	1226	151	654	786	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	162	505	221	190	125	197	1226	151	654	786	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	162	505	221	190	125	197	1226	151	654	786	70

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	1700	1700	1700	3400	1700	1700	1700	3400	1700	3400	3122	278

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.30	0.07	0.11	0.07	0.12	0.36	0.09	0.19	0.25	0.25
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	2

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	45	0	45	62	1737	0	74	1416	36
Added Vol:	0	0	0	0	0	0	0	196	0	0	269	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	45	62	1933	0	74	1685	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	45	0	45	62	1933	0	74	1685	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	45	62	1933	0	74	1685	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	45	0	45	62	1933	0	74	1685	36

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3329	71

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.57	0.00	0.04	0.51	0.51
Crit Moves:				****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.825  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 58 Level Of Service: D

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

Volume Module: >> Count Date: 25 May 2003 << 1:45-2:45 PM  
 Base Vol: 440 234 201 66 1256 535 182 444 384 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: 440 234 201 66 1256 535 182 444 384 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 25 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 440 234 201 66 1256 535 182 469 384 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: 440 234 201 66 1256 535 182 469 384 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 440 234 201 66 1256 535 182 469 384 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 Vol.: 440 234 201 66 1256 535 182 469 384 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 0.54 0.46 1.00 2.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00  
 Final Sat.: 3400 914 786 1700 3400 1700 1700 1700 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.26 0.26 0.04 0.37 0.31 0.11 0.28 0.23 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 0 0 0 208 0 816 0 585 917 0 211 76  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 208 0 816 0 585 917 0 211 76  
 Added Vol: 0 0 0 0 0 206 0 144 0 0 48 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 208 0 1022 0 729 917 0 259 76  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 208 0 0 0 729 0 0 259 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 208 0 0 0 729 0 0 259 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 208 0 0 0 729 0 0 259 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.00 0.21 0.00 0.00 0.15 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
EXISTING WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.230  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	13	55	4	0	53	76	291	447	0	343	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:	11	13	55	4	0	53	76	291	447	0	343	9
Added Vol:	48	0	0	0	0	0	0	0	144	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	13	55	4	0	53	76	291	591	0	343	9
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:	59	13	55	4	0	53	76	291	0	0	343	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	13	55	4	0	53	76	291	0	0	343	9
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
Final Vol.:	59	13	55	4	0	53	76	291	0	0	343	9

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.18	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1393	307	1700	1700	0	1700	1700	3400	1700	0	4970	130

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.04	0.03	0.00	0.00	0.03	0.04	0.09	0.00	0.00	0.07	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

**Forecast Year  
2012 Without Project Conditions**

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	12	16	33	4	3	5	787	10	35	1291	26
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	37	13	17	35	4	3	5	842	11	37	1381	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	41	14	22	35	7	8	12	884	11	47	1415	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	14	22	35	7	8	12	884	11	47	1415	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	14	22	35	7	8	12	884	11	47	1415	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	14	22	35	7	8	12	884	11	47	1415	28

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3359	41	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.01	0.01	0.02	0.00	0.00	0.01	0.26	0.26	0.03	0.42	0.02
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	27	227	58	253	492	89	58	312	31	103	279	235
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	29	243	62	271	526	95	62	334	33	110	299	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	29	248	62	271	531	95	62	334	33	110	299	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	248	62	271	531	95	62	334	33	110	299	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	248	62	271	531	95	62	334	33	110	299	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	29	248	62	271	531	95	62	334	33	110	299	251

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.04	0.16	0.16	0.06	0.04	0.10	0.02	0.06	0.09	0.15
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

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

Control:	North Bound			South Bound			East Bound			West Bound		
Rights:	Protected			Protected			Protected			Protected		
Min. Green:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM  
Base Vol: 79 78 0 0 391 258 0 0 0 89 1190 128  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 85 83 0 0 418 276 0 0 0 95 1273 137  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
HEADLANDS: 4 5 0 0 0 5 0 0 0 0 30 0  
Initial Fut: 89 88 0 0 418 281 0 0 0 95 1303 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: 89 88 0 0 418 281 0 0 0 95 1303 137  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 89 88 0 0 418 281 0 0 0 95 1303 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 Vol.: 89 88 0 0 418 281 0 0 0 95 1303 137

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
Vol/Sat: 0.05 0.03 0.00 0.00 0.08 0.17 0.00 0.00 0.00 0.06 0.26 0.08  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.352  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

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

Control:	North Bound			South Bound			East Bound			West Bound		
Rights:	Protected			Protected			Protected			Protected		
Min. Green:	Ignore			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	0	0	2	0	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM  
Base Vol: 0 110 30 368 121 0 92 687 75 0 0 0  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 0 118 32 394 129 0 98 735 80 0 0 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
HEADLANDS: 0 4 0 0 0 0 5 33 4 0 0 0  
Initial Fut: 0 122 32 394 129 0 103 768 84 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: 0 122 0 394 129 0 103 768 84 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 122 0 394 129 0 103 768 84 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 Vol.: 0 122 0 394 129 0 103 768 84 0 0 0

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.04 0.00 0.12 0.04 0.00 0.06 0.15 0.05 0.00 0.00 0.00  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[ 10.2]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	17	0	75	0	0	0	0	158	24	89	154	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	18	0	80	0	0	0	0	169	26	95	165	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	18	0	80	0	0	0	0	171	26	95	167	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:	18	0	80	0	0	0	0	171	26	95	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	18	0	80	0	0	0	0	171	26	95	167	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	445	xxxx	171	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	197	xxxx	xxxx
Potent Cap.:	574	xxxx	878	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1388	xxxx	xxxx
Move Cap.:	544	xxxx	878	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1388	xxxx	xxxx
Volume/Cap:	0.03	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	7.8	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	789	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	10.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
ApproachLOS:	B	*	*	*	*	*	*	*	*	*	*	*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[ 9.9]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	4	0	25	0	0	0	0	201	19	53	245	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	4	0	27	0	0	0	0	215	20	57	262	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	4	0	27	0	0	0	0	217	20	57	264	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:	4	0	27	0	0	0	0	217	20	57	264	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	0	27	0	0	0	0	217	20	57	264	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	463	xxxx	217	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	237	xxxx	xxxx
Potent Cap.:	561	xxxx	828	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1341	xxxx	xxxx
Move Cap.:	543	xxxx	828	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1341	xxxx	xxxx
Volume/Cap:	0.01	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	7.8	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	772	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	9.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
ApproachLOS:	A	*	*	*	*	*	*	*	*	*	*	*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR

Cycle (sec): 100 Critical Vol./Cap. (X): 0.243  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 16 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 8:00-9:00 AM

Base Vol:	30	39	40	45	82	89	58	162	9	105	180	89
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	32	42	43	48	88	95	62	173	10	112	193	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	1	2	0	0	2	0	0	2	1	0	2	0
Initial Fut:	33	44	43	48	90	95	62	175	11	112	195	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:	33	44	43	48	90	95	62	175	11	112	195	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	44	43	48	90	95	62	175	11	112	195	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
Final Vol.:	33	44	43	48	90	95	62	175	11	112	195	95

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.03	0.05	0.06	0.04	0.05	0.01	0.07	0.06	0.06
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B [ 10.6]

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	0	1	1	0	2

Volume Module:

Base Vol:	17	0	24	0	0	0	0	218	30	23	331	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	18	0	26	0	0	0	0	233	32	25	354	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	18	0	26	0	0	0	0	235	32	25	356	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:	18	0	26	0	0	0	0	235	32	25	356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	18	0	26	0	0	0	0	235	32	25	356	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	479	xxxx	134	xxxx	xxxx	xxxx	xxxx	xxxxx	267	xxxx	xxxxx
Potent Cap.:	521	xxxx	897	xxxx	xxxx	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx
Move Cap.:	513	xxxx	897	xxxx	xxxx	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx	685	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	10.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	10.6		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			



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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

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Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.170  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 15 Level Of Service: A

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

Volume Module:

Base Vol:	1	0	19	9	0	10	7	233	4	30	347	12
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	1	0	20	10	0	11	7	249	4	32	371	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	1	0	20	10	0	11	7	251	4	32	373	13
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:	1	0	0	10	0	11	7	251	4	32	373	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	10	0	11	7	251	4	32	373	13
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 Vol.:	1	0	0	10	0	11	7	251	4	32	373	13

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.47	0.00	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	805	0	895	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.07	0.00	0.02	0.11	0.01
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: C

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	82	187	119	391	321	97	206	841	76	71	495	157
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	88	200	127	418	343	104	220	900	81	76	530	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	88	201	129	418	345	104	220	900	81	76	530	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:	88	201	129	418	345	104	220	900	81	76	530	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	201	129	418	345	104	220	900	81	76	530	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
Final Vol.:	88	201	129	418	345	104	220	900	81	76	530	168

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2069	1331	1700	2615	785	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.10	0.25	0.13	0.13	0.13	0.26	0.05	0.04	0.16	0.10
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: C

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	38	63	174	207	67	121	100	947	68	290	1342	161
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	41	67	186	221	72	129	107	1013	73	310	1436	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	41	67	186	221	72	131	110	1038	73	310	1462	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:	41	67	186	221	72	131	110	1038	73	310	1462	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	67	186	221	72	131	110	1038	73	310	1462	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
Final Vol.:	41	67	186	221	72	131	110	1038	73	310	1462	172

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	3042	358

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.05	0.07	0.04	0.08	0.06	0.31	0.04	0.09	0.48	0.48
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

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Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	16	0	16	24	1487	0	34	1744	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	17	0	17	26	1591	0	36	1866	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	17	0	17	26	1616	0	36	1892	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	17	0	17	26	1616	0	36	1892	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	17	26	1616	0	36	1892	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	17	0	17	26	1616	0	36	1892	41

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3328	72

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.48	0.00	0.02	0.57	0.57
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

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Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
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Cycle (sec): 100 Critical Vol./Cap. (X): 0.622  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B  
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Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Split Phase			Split Phase			
Rights:	Include			Ovl			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	1	0	0	1	0	2	0	2	1	0	0	0

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	380	390	258	53	341	419	232	695	237	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	407	417	276	57	365	448	248	744	254	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	407	417	276	57	365	448	248	746	254	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:	407	417	276	57	365	448	248	746	254	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	417	276	57	365	448	248	746	254	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 Vol.:	407	417	276	57	365	448	248	746	254	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.24	0.25	0.16	0.03	0.11	0.13	0.15	0.22	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

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Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.254  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	127	0	0	0	501	948	0	189	89
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	136	0	0	0	536	1014	0	202	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	136	0	20	0	559	1014	0	207	95
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	136	0	0	0	559	0	0	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	0	0	0	559	0	0	207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	136	0	0	0	559	0	0	207	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.16	0.00	0.00	0.12	0.00
Crit Moves:				****				****			****	

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.271  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	17	7	36	39	0	101	30	233	437	0	658	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	22	7	36	39	0	101	30	233	460	0	658	12
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:	22	7	36	39	0	101	30	233	0	0	658	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	7	36	39	0	101	30	233	0	0	658	12
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
Final Vol.:	22	7	36	39	0	101	30	233	0	0	658	12

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.25	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1270	430	1700	1700	0	1700	1700	3400	1700	0	5010	90

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.02	0.00	0.06	0.02	0.07	0.00	0.00	0.13	0.13
Crit Moves:	****					****	****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	37	30	76	30	10	4	22	1257	15	81	1359	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	13	4	5	0	3	16	10	67	0	12	84	0
Initial Fut:	50	34	81	30	13	20	32	1324	15	93	1443	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:	50	34	81	30	13	20	32	1324	15	93	1443	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	34	81	30	13	20	32	1324	15	93	1443	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
Final Vol.:	50	34	81	30	13	20	32	1324	15	93	1443	46

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3362	38	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.05	0.02	0.01	0.01	0.02	0.39	0.39	0.05	0.42	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 5:00-6:00 PM

Base Vol:	36	446	86	240	467	97	93	392	76	128	380	363
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	39	477	92	257	500	104	100	419	81	137	407	388
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	39	487	92	257	510	104	100	419	81	137	407	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	487	92	257	510	104	100	419	81	137	407	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	487	92	257	510	104	100	419	81	137	407	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	39	487	92	257	510	104	100	419	81	137	407	388

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.05	0.15	0.15	0.06	0.06	0.12	0.05	0.08	0.12	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	0	0	0	3	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 249 357 0 0 441 226 0 0 0 279 1167 208  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 257 367 0 0 441 236 0 0 0 279 1232 208  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 257 367 0 0 441 236 0 0 0 279 1232 208  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 257 367 0 0 441 236 0 0 0 279 1232 208  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 257 367 0 0 441 236 0 0 0 279 1232 208

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.11 0.00 0.00 0.09 0.14 0.00 0.00 0.00 0.16 0.24 0.12  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 26 Level Of Service: A

Approach:	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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	2	0	2	0	0	1	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 521 33 485 201 0 136 1017 92 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 529 33 485 201 0 146 1071 100 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: 0 529 0 485 201 0 146 1071 100 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 529 0 485 201 0 146 1071 100 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 Vol.: 0 529 0 485 201 0 146 1071 100 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.00 0.14 0.06 0.00 0.09 0.21 0.06 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[ 11.1]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	37	0	164	0	0	0	0	126	39	118	128	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	40	0	175	0	0	0	0	135	42	126	137	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	40	0	175	0	0	0	0	139	42	126	141	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:	40	0	175	0	0	0	0	139	42	126	141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	40	0	175	0	0	0	0	139	42	126	141	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	462	xxxx	139	xxxx	xxxx	xxxx	181	xxxx	xxxx
Potent Cap.:	562	xxxx	915	xxxx	xxxx	xxxx	1407	xxxx	xxxx
Move Cap.:	523	xxxx	915	xxxx	xxxx	xxxx	1407	xxxx	xxxx
Volume/Cap:	0.08	xxxx	0.19	xxxx	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	804	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*
ApproachDel:	11.1		xxxxxx	xxxxxx		xxxxxx	xxxxxx		xxxxxx
ApproachLOS:	B		*	*		*	*		*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[ 11.7]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	15	0	25	0	0	0	0	288	23	78	244	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	16	0	27	0	0	0	0	308	25	83	261	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	16	0	27	0	0	0	0	312	25	83	265	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:	16	0	27	0	0	0	0	312	25	83	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	0	27	0	0	0	0	312	25	83	265	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	612	xxxx	312	xxxx	xxxx	xxxx	337	xxxx	xxxx
Potent Cap.:	460	xxxx	733	xxxx	xxxx	xxxx	1234	xxxx	xxxx
Move Cap.:	436	xxxx	733	xxxx	xxxx	xxxx	1234	xxxx	xxxx
Volume/Cap:	0.04	xxxx	0.04	xxxx	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	584	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.7	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*
ApproachDel:	11.7		xxxxxx	xxxxxx		xxxxxx	xxxxxx		xxxxxx
ApproachLOS:	B		*	*		*	*		*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.360  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:00-5:00 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
North Bound	19	86	126	179	75	94	116	162	14	114	212
South Bound	14	114	212	83	1.07	1.07	1.07	1.07	1.07	1.07	1.07
East Bound	20	92	135	192	80	101	124	173	15	122	227
West Bound	89	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	2	4	0	0	4	0	0	4	2	0	4
Initial Fut:	22	96	135	192	84	101	124	177	17	122	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	96	135	192	84	101	124	177	17	122	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	96	135	192	84	101	124	177	17	122	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	96	135	192	84	101	124	177	17	122	231

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400

Capacity Analysis Module:

Vol/Sat:	0.01	0.06	0.08	0.11	0.05	0.06	0.07	0.05	0.01	0.07	0.07	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[ 13.1]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
North Bound	26	0	71	0	0	0	0	0	0	436	39
South Bound	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
East Bound	28	0	76	0	0	0	0	0	0	467	42
West Bound	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	0	0	4	0
Initial Fut:	28	0	76	0	0	0	0	0	0	471	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	76	0	0	0	0	0	0	471	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	28	0	76	0	0	0	0	0	0	471	42

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	799	xxxx	256	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	327	xxxx	749	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	316	xxxx	749	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.09	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR
Shared Cap.:	xxxx	548	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	13.1		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx
ApproachLOS:	B		*		*		*		*		*



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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.267  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

Base Vol:	19	1	18	34	0	12	8	451	20	53	425	32
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	20	1	19	36	0	13	9	483	21	57	455	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	20	1	19	36	0	13	9	487	21	57	459	34
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:	20	1	0	36	0	13	9	487	21	57	459	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1	0	36	0	13	9	487	21	57	459	34
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 Vol.:	20	1	0	36	0	13	9	487	21	57	459	34

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1257	0	443	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.03	0.01	0.14	0.01	0.03	0.13	0.02
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: C

\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	158	181	114	230	235	133	194	650	98	159	977	446
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	169	194	122	246	251	142	208	696	105	170	1045	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	3	3	0	3	0	0	0	0	0	0	0
Initial Fut:	169	197	125	246	254	142	208	696	105	170	1045	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	197	125	246	254	142	208	696	105	170	1045	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	197	125	246	254	142	208	696	105	170	1045	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	169	197	125	246	254	142	208	696	105	170	1045	477

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2079	1321	1700	2180	1220	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.10	0.09	0.09	0.14	0.12	0.12	0.12	0.20	0.06	0.10	0.31	0.28
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 54 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM

Base Vol:	74	122	344	247	131	104	167	1247	67	271	1336	187
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	79	131	368	264	140	111	179	1334	72	290	1430	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	79	131	368	264	140	114	185	1375	72	290	1485	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	131	368	264	140	114	185	1375	72	290	1485	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	131	368	264	140	114	185	1375	72	290	1485	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	131	368	264	140	114	185	1375	72	290	1485	200

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.76	0.24
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	2996	404

Capacity Analysis Module:

Vol/Sat:	0.05	0.08	0.11	0.08	0.08	0.07	0.11	0.40	0.04	0.09	0.50	0.50
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	1	1

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM

Base Vol:	0	0	0	29	0	48	56	1732	0	24	1887	49
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	31	0	51	60	1853	0	26	2019	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	31	0	51	60	1894	0	26	2074	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	51	60	1894	0	26	2074	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	51	60	1894	0	26	2074	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	31	0	51	60	1894	0	26	2074	52

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.38	0.00	0.62	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	0	0	640	0	1060	1700	3400	0	1700	3316	84

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.56	0.00	0.02	0.63	0.63
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	1	0	2	0	0	0

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 522 298 348 233 715 855 227 448 341 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 559 319 372 249 765 915 243 479 365 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 0 3 0 0 0 0  
 Initial Fut: 559 319 372 249 765 915 243 482 365 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: 559 319 372 249 765 915 243 482 365 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 559 319 372 249 765 915 243 482 365 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 Vol.: 559 319 372 249 765 915 243 482 365 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.27 0.73 1.00 1.00 2.00 2.00 1.00 2.00 1.00 0.00 0.00 0.00  
 Final Sat.: 2164 1236 1700 1700 3400 3400 1700 3400 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.26 0.26 0.22 0.15 0.23 0.27 0.14 0.14 0.21 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.353  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 0 0 0 334 0 0 0 602 1248 0 155 79  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 0 0 357 0 0 0 644 1335 0 166 85  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 42 0 29 0 0 10 0  
 Initial Fut: 0 0 0 357 0 42 0 673 1335 0 176 85  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 357 0 0 0 673 0 0 176 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 357 0 0 0 673 0 0 176 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 357 0 0 0 673 0 0 176 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.00 0.00 0.20 0.00 0.00 0.10 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	3	27	86	4	0	76	75	459	431	0	361	8
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	3	29	92	4	0	81	80	491	461	0	386	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	13	29	92	4	0	81	80	491	490	0	386	9
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:	13	29	92	4	0	81	80	491	0	0	386	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	29	92	4	0	81	80	491	0	0	386	9
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
Final Vol.:	13	29	92	4	0	81	80	491	0	0	386	9

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	533	1167	1700	1700	0	1700	1700	3400	1700	0	4989	111

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.05	0.00	0.00	0.05	0.05	0.14	0.00	0.00	0.08	0.08
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: C

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

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

## Volume Module:

Base Vol:	61	18	71	41	6	5	23	1647	18	81	1156	22
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	65	19	76	44	6	5	25	1762	19	87	1237	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	69	20	81	44	9	10	32	1804	19	97	1271	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	20	81	44	9	10	32	1804	19	97	1271	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	20	81	44	9	10	32	1804	19	97	1271	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	20	81	44	9	10	32	1804	19	97	1271	24

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3364	36	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.05	0.03	0.01	0.01	0.02	0.54	0.06	0.37	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 29 Level Of Service: B

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

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

## Volume Module: &gt;&gt; Count Date: 25 May 2003 &lt;&lt; 11:45-12:45 PM

Base Vol:	46	537	52	311	864	83	50	282	39	119	293	247
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	49	575	56	333	924	89	53	302	42	127	314	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	49	580	56	333	929	89	53	302	42	127	314	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	580	56	333	929	89	53	302	42	127	314	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	580	56	333	929	89	53	302	42	127	314	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	580	56	333	929	89	53	302	42	127	314	264

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.03	0.20	0.27	0.05	0.03	0.09	0.02	0.07	0.09	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	299	436	0	0	712	278	0	0	0	162	736	169
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	320	467	0	0	762	297	0	0	0	173	788	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	324	472	0	0	762	302	0	0	0	173	818	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	324	472	0	0	762	302	0	0	0	173	818	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	472	0	0	762	302	0	0	0	173	818	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	324	472	0	0	762	302	0	0	0	173	818	181

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.19	0.14	0.00	0.00	0.15	0.18	0.00	0.00	0.00	0.10	0.16	0.11
Crit Moves:	****			****						****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	0	424	39	645	285	0	319	1209	220	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	454	42	690	305	0	341	1294	235	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	458	42	690	305	0	346	1327	239	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	458	0	690	305	0	346	1327	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	0	690	305	0	346	1327	239	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 Vol.:	0	458	0	690	305	0	346	1327	239	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.00	0.20	0.09	0.00	0.20	0.26	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*  
Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[ 13.1]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	29	0	126	0	0	0	0	260	50	162	292	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	31	0	135	0	0	0	0	278	53	173	312	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	31	0	135	0	0	0	0	280	53	173	314	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:	31	0	135	0	0	0	0	280	53	173	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	0	135	0	0	0	0	280	53	173	314	0

Critical Gap Module:

Critical Gap:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	784	xxxx	280	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	334	xxxx	xxxx
Potent Cap.:	365	xxxx	763	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1237	xxxx	xxxx
Move Cap.:	325	xxxx	763	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1237	xxxx	xxxx
Volume/Cap:	0.10	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.5	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	610	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	13.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.1		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*  
Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[ 13.2]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	14	0	52	0	0	0	0	374	17	126	440	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	15	0	56	0	0	0	0	400	18	135	471	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	15	0	56	0	0	0	0	402	18	135	473	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:	15	0	56	0	0	0	0	402	18	135	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	0	56	0	0	0	0	402	18	135	473	0

Critical Gap Module:

Critical Gap:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	908	xxxx	402	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	420	xxxx	xxxx
Potent Cap.:	308	xxxx	652	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1150	xxxx	xxxx
Move Cap.:	280	xxxx	652	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1150	xxxx	xxxx
Volume/Cap:	0.05	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	509	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	13.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.2		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
Base Vol: 57 258 136 174 187 113 137 267 27 311 391 93  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 61 276 146 186 200 121 147 286 29 333 418 100  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
HEADLANDS: 1 2 0 0 2 0 0 2 1 0 2 0  
Initial Fut: 62 278 146 186 202 121 147 288 30 333 420 100  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 62 278 146 186 202 121 147 288 30 333 420 100  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 62 278 146 186 202 121 147 288 30 333 420 100  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 62 278 146 186 202 121 147 288 30 333 420 100

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00  
Final Sat.: 1700 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400

Capacity Analysis Module:  
Vol/Sat: 0.04 0.16 0.09 0.11 0.12 0.07 0.09 0.08 0.02 0.20 0.12 0.06  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C [15.8]  
\*\*\*\*\*

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	0	1	0	0	0

Volume Module:  
Base Vol: 21 0 46 0 0 0 0 521 31 52 714 0  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 22 0 49 0 0 0 0 557 33 56 764 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
HEADLANDS: 0 0 0 0 0 0 0 2 0 0 2 0  
Initial Fut: 22 0 49 0 0 0 0 559 33 56 766 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: 22 0 49 0 0 0 0 559 33 56 766 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 22 0 49 0 0 0 0 559 33 56 766 0

Critical Gap Module:  
Critical Gp: 6.8 xxxxx 6.9 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxx xxxxxx  
FollowUpTim: 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxx xxxxxx

Capacity Module:  
Cnflct Vol: 1070 xxxxx 296 xxxxx xxxxx xxxxxx xxxxxx xxxxxx 593 xxxxx xxxxxx  
Potent Cap.: 219 xxxxx 706 xxxxx xxxxx xxxxxx xxxxxx xxxxxx 993 xxxxx xxxxxx  
Move Cap.: 210 xxxxx 706 xxxxx xxxxx xxxxxx xxxxxx xxxxxx 993 xxxxx xxxxxx  
Volume/Cap: 0.11 xxxxx 0.07 xxxxx xxxxx xxxxxx xxxxxx xxxxxx 0.06 xxxxx xxxxx

Level Of Service Module:  
Queue: xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.2 xxxxx xxxxxx  
Stopped Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 8.8 xxxxx xxxxxx  
LOS by Move: \* \* \* \* \* \* \* \* A \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx 405 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx  
SharedQueue: xxxxxx 0.6 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx  
Shrd StpDel: xxxxxx 15.8 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx  
Shared LOS: \* C \* \* \* \* \* \* \* \* \* \*  
ApproachDel: 15.8 xxxxxx xxxxxx xxxxxx  
ApproachLOS: C \* \* \*



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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.343  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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

Volume Module:

Base Vol:	42	2	21	30	4	35	22	501	40	103	631	49
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	45	2	22	32	4	37	24	536	43	110	675	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	45	2	22	32	4	37	24	538	43	110	677	52
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:	45	2	0	32	4	37	24	538	43	110	677	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2	0	32	4	37	24	538	43	110	677	52
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 Vol.:	45	2	0	32	4	37	24	538	43	110	677	52

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.43	0.06	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	739	99	862	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.00	0.02	0.04	0.04	0.01	0.16	0.03	0.06	0.20	0.03
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	98	316	121	288	442	125	94	502	65	189	497	271
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	105	338	129	308	473	134	101	537	70	202	532	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	105	339	131	308	475	134	101	537	70	202	532	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	339	131	308	475	134	101	537	70	202	532	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	339	131	308	475	134	101	537	70	202	532	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	105	339	131	308	475	134	101	537	70	202	532	290

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2450	950	1700	2653	747	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.14	0.18	0.18	0.18	0.06	0.16	0.04	0.12	0.16	0.17
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: C

\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	68	118	331	276	191	176	328	1451	152	383	929	133
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	73	126	354	295	204	188	351	1553	163	410	994	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	73	126	354	295	204	190	354	1578	163	410	1020	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	126	354	295	204	190	354	1578	163	410	1020	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	126	354	295	204	190	354	1578	163	410	1020	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	73	126	354	295	204	190	354	1578	163	410	1020	142

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.76	0.24
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	2984	416

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.10	0.09	0.12	0.11	0.21	0.46	0.10	0.12	0.34	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	2

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	0	0	0	42	0	46	67	1750	0	62	1341	53
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	45	0	49	72	1873	0	66	1435	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	45	0	49	72	1898	0	66	1461	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:	0	0	0	45	0	49	72	1898	0	66	1461	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	49	72	1898	0	66	1461	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
Final Vol.:	0	0	0	45	0	49	72	1898	0	66	1461	57

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.48	0.00	0.52	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	0	0	811	0	889	1700	3400	0	1700	3273	127

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.04	0.56	0.00	0.04	0.45	0.45
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 102 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	1	1	0	2	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
 Base Vol: 434 322 221 35 1275 383 164 395 370 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 464 345 236 37 1364 410 175 423 396 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 0 2 0 0 0 0  
 Initial Fut: 464 345 236 37 1364 410 175 425 396 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: 464 345 236 37 1364 410 175 425 396 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 464 345 236 37 1364 410 175 425 396 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 Vol.: 464 345 236 37 1364 410 175 425 396 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.15 0.85 1.00 1.00 2.00 2.00 1.00 2.00 1.00 0.00 0.00 0.00  
 Final Sat.: 1952 1448 1700 1700 3400 3400 1700 3400 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.24 0.14 0.02 0.40 0.12 0.10 0.12 0.23 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1 (PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.274  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM  
 Base Vol: 0 0 0 184 0 0 0 437 1299 0 259 86  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 0 0 197 0 0 0 468 1390 0 277 92  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 20 0 23 0 0 5 0  
 Initial Fut: 0 0 0 197 0 20 0 491 1390 0 282 92  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 197 0 0 0 491 0 0 282 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 197 0 0 0 491 0 0 282 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 197 0 0 0 491 0 0 282 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.00 0.14 0.00 0.00 0.17 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1 (PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.194  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 15 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	3	15	60	3	0	64	53	295	428	0	349	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	8	15	60	3	0	64	53	295	451	0	349	6
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:	8	15	60	3	0	64	53	295	0	0	349	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	60	3	0	64	53	295	0	0	349	6
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
Final Vol.:	8	15	60	3	0	64	53	295	0	0	349	6

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.65	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	602	1098	1700	1700	0	1700	1700	3400	1700	0	5008	92

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.01	0.04	0.00	0.00	0.04	0.03	0.09	0.00	0.00	0.07	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: B  
\*\*\*\*\*

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

Volume Module:

Base Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	98	15	102	43	10	11	13	1398	40	78	1223	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	13	4	15	0	3	16	10	67	0	12	84	0
Initial Fut:	111	19	117	43	13	27	23	1465	40	90	1307	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	19	117	43	13	27	23	1465	40	90	1307	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	19	117	43	13	27	23	1465	40	90	1307	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	19	117	43	13	27	23	1465	40	90	1307	32

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3311	89	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.01	0.07	0.03	0.01	0.02	0.01	0.44	0.44	0.05	0.38	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 1:30-2:30 PM

Base Vol:	46	442	44	311	648	68	64	295	42	133	244	290
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	49	473	47	333	693	73	68	316	45	142	261	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	49	483	47	333	703	73	68	316	45	142	261	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	483	47	333	703	73	68	316	45	142	261	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	483	47	333	703	73	68	316	45	142	261	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	49	483	47	333	703	73	68	316	45	142	261	310

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.14	0.03	0.20	0.21	0.04	0.04	0.09	0.03	0.08	0.08	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 294 423 0 0 746 221 0 0 0 175 688 149  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 315 453 0 0 798 236 0 0 0 187 736 159  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 323 463 0 0 798 246 0 0 0 187 801 159  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 323 463 0 0 798 246 0 0 0 187 801 159  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 323 463 0 0 798 246 0 0 0 187 801 159  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 323 463 0 0 798 246 0 0 0 187 801 159

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.19 0.14 0.00 0.00 0.16 0.14 0.00 0.00 0.00 0.11 0.16 0.09  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM  
 Base Vol: 0 519 57 502 229 0 231 1079 199 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 555 61 537 245 0 247 1155 213 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 563 61 537 245 0 257 1210 221 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: 0 563 0 537 245 0 257 1210 221 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 563 0 537 245 0 257 1210 221 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 Vol.: 0 563 0 537 245 0 257 1210 221 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.17 0.00 0.16 0.07 0.00 0.15 0.24 0.13 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B [ 14.1]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	29	0	156	0	0	0	0	275	35	187	327	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	31	0	167	0	0	0	0	294	37	200	350	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	31	0	167	0	0	0	0	298	37	200	354	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:	31	0	167	0	0	0	0	298	37	200	354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	0	167	0	0	0	0	298	37	200	354	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	875	xxxx	298	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	336	xxxx	xxxxx
Potent Cap.:	322	xxxx	746	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1235	xxxx	xxxxx
Move Cap.:	282	xxxx	746	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1235	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.22	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.16	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	593	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxxx	1.5	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxxx	14.1	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.1		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B [ 14.6]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	23	0	62	0	0	0	0	397	39	110	491	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	25	0	66	0	0	0	0	425	42	118	525	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	25	0	66	0	0	0	0	429	42	118	529	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:	25	0	66	0	0	0	0	429	42	118	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	25	0	66	0	0	0	0	429	42	118	529	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	929	xxxx	429	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	471	xxxx	xxxxx
Potent Cap.:	300	xxxx	630	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx
Move Cap.:	275	xxxx	630	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	0.11	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.11	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	467	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxxx	0.7	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxxx	14.6	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.6		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): XXXXXX  
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	72	268	172	185	163	111	136	279	33	331	377	95		
South Bound	72	268	172	185	163	111	136	279	33	331	377	95		
East Bound	72	268	172	185	163	111	136	279	33	331	377	95		
West Bound	72	268	172	185	163	111	136	279	33	331	377	95		

Saturation Flow Module:

	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
North Bound	1700	1700	1700	1700
South Bound	1700	1700	1700	1700
East Bound	1700	1700	1700	1700
West Bound	1700	1700	1700	1700

Capacity Analysis Module:

	Vol/Sat:	Crit Moves:
North Bound	0.05 0.17 0.11	0.12 0.10 0.07
South Bound	0.09 0.09 0.02	0.21 0.12 0.06

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[ 19.9]

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
North Bound	32	0	72	0	0	0	0	0	0	591	43
South Bound	32	0	72	0	0	0	0	0	0	632	46
East Bound	32	0	72	0	0	0	0	0	0	636	46
West Bound	32	0	72	0	0	0	0	0	0	636	46

Critical Gap Module:

	Critical Gap:	FollowUpTim:
North Bound	6.8 XXXX	3.5 XXXX
South Bound	6.9 XXXX	3.3 XXXX

Capacity Module:

	Cnflct Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
North Bound	1193 XXXX	183 XXXX	171 XXXX	0.20 XXXX
South Bound	341 XXXX	661 XXXX	661 XXXX	0.12 XXXX

Level Of Service Module:

	Queue:	Stopped Del:	LOS by Move:	Movement:	Shared Cap.:	SharedQueue:	Shrd StpDel:	Shared LOS:	ApproachDel:	ApproachLOS:
North Bound	0.3 XXXX	9.3 XXXX	A *	LT - LTR - RT	352 XXXX	1.3 XXXX	19.9 XXXX	C	19.9	C
South Bound	0.3 XXXX	9.3 XXXX	A *	LT - LTR - RT	352 XXXX	1.3 XXXX	19.9 XXXX	C	19.9	C



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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 Level Of Service: A

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

Volume Module:

Base Vol:	49	12	17	35	4	83	28	581	53	117	649	91
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	52	13	18	37	4	89	30	622	57	125	694	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	52	13	18	37	4	89	30	626	57	125	698	97
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:	52	13	0	37	4	89	30	626	57	125	698	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	13	0	37	4	89	30	626	57	125	698	97
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 Vol.:	52	13	0	37	4	89	30	626	57	125	698	97

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.29	0.03	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	488	56	1157	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.00	0.02	0.08	0.08	0.02	0.18	0.03	0.07	0.21	0.06
Crit Moves:	***			***			***			***		

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DANA POINT HARBOR  
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## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	82	239	86	248	457	136	83	600	61	185	571	177
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	88	256	92	265	489	146	89	642	65	198	611	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	256	92	265	489	146	89	642	65	198	611	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	256	92	265	489	146	89	642	65	198	611	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	256	92	265	489	146	89	642	65	198	611	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	88	256	92	265	489	146	89	642	65	198	611	189

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2500	900	1700	2620	780	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.10	0.16	0.19	0.19	0.05	0.19	0.04	0.12	0.18	0.11
Crit Moves:	***			***			***			***		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:00-3:00 PM

Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	70
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	95	133	331	236	186	131	211	1312	162	412	841	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	95	133	331	236	186	134	217	1353	162	412	896	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	133	331	236	186	134	217	1353	162	412	896	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	133	331	236	186	134	217	1353	162	412	896	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	133	331	236	186	134	217	1353	162	412	896	75

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	3138	262

Capacity Analysis Module:

Vol/Sat:	0.06	0.08	0.10	0.07	0.11	0.08	0.13	0.40	0.10	0.12	0.29	0.29
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	48	0	48	66	1859	0	79	1515	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	48	0	48	66	1900	0	79	1570	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	48	66	1900	0	79	1570	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	48	66	1900	0	79	1570	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	0	0	0	48	0	48	66	1900	0	79	1570	39

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3319	81

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.04	0.56	0.00	0.05	0.47	0.47
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 1	1 0 2 0 2	1 0 2 0 1	0 0 0 0 0

Volume Module: >> Count Date: 25 May 2003 << 1:45-2:45 PM

Base Vol:	440	234	201	66	1256	535	182	444	384	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	471	250	215	71	1344	572	195	475	411	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	3	0	0	0	0
Initial Fut:	471	250	215	71	1344	572	195	478	411	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	250	215	71	1344	572	195	478	411	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	250	215	71	1344	572	195	478	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 Vol.:	471	250	215	71	1344	572	195	478	411	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.31	0.69	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2220	1180	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.21	0.13	0.04	0.40	0.17	0.11	0.14	0.24	0.00	0.00	0.00
Crit Moves:	****			****					****			

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.308  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	208	0	0	0	585	917	0	211	76
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	223	0	0	0	626	981	0	226	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	223	0	42	0	655	981	0	236	81
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	223	0	0	0	655	0	0	236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	0	0	655	0	0	236	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	223	0	0	0	655	0	0	236	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.19	0.00	0.00	0.14	0.00
Crit Moves:	****			****				****				

\*\*\*\*\*

B-12NP-PM Tue Sep 6, 2005 15:49:24 Page 17-1

DANA POINT HARBOR  
FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.218  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	11	13	55	4	0	53	76	291	447	0	343	9
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	12	14	59	4	0	57	81	311	478	0	367	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	22	14	59	4	0	57	81	311	507	0	367	10
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:	22	14	59	4	0	57	81	311	0	0	367	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	14	59	4	0	57	81	311	0	0	367	10
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
Final Vol.:	22	14	59	4	0	57	81	311	0	0	367	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.39	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1037	663	1700	1700	0	1700	1700	3400	1700	0	4970	130

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.03	0.00	0.00	0.03	0.05	0.09	0.00	0.00	0.07	0.07
Crit Moves:	****			****	****				****			

\*\*\*\*\*

**Forecast Year 2012**  
**With Commercial Core Project Conditions**

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.505  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	12	16	33	4	3	5	787	10	35	1291	26
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	37	13	17	35	4	3	5	842	11	37	1381	28
Added Vol:	0	0	0	0	0	0	0	10	0	0	9	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	41	14	22	35	7	8	12	894	11	47	1424	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	14	22	35	7	8	12	894	11	47	1424	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	14	22	35	7	8	12	894	11	47	1424	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	14	22	35	7	8	12	894	11	47	1424	28

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3360	40	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.01	0.01	0.02	0.00	0.00	0.01	0.27	0.27	0.03	0.42	0.02
Crit Moves:	****			****			****			****		

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A-12WP-AM Fri Nov 18, 2005 11:25:02 Page 4-1

DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	27	227	58	253	492	89	58	312	31	103	279	235
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	29	243	62	271	526	95	62	334	33	110	299	251
Added Vol:	0	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	29	257	62	271	541	95	62	334	33	110	299	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	257	62	271	541	95	62	334	33	110	299	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	257	62	271	541	95	62	334	33	110	299	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	29	257	62	271	541	95	62	334	33	110	299	251

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.04	0.16	0.16	0.06	0.04	0.10	0.02	0.06	0.09	0.15
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	1	0	0	3	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM

	79	78	0	0	391	258	0	0	0	89	1190	128
Base Vol:	79	78	0	0	391	258	0	0	0	89	1190	128
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	85	83	0	0	418	276	0	0	0	95	1273	137
Added Vol:	9	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	98	97	0	0	428	281	0	0	0	95	1303	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:	98	97	0	0	428	281	0	0	0	95	1303	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	97	0	0	428	281	0	0	0	95	1303	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 Vol.:	98	97	0	0	428	281	0	0	0	95	1303	137

Saturation Flow Module:

	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

	0.06	0.03	0.00	0.00	0.08	0.17	0.00	0.00	0.00	0.06	0.26	0.08
Vol/Sat:	0.06	0.03	0.00	0.00	0.08	0.17	0.00	0.00	0.00	0.06	0.26	0.08
Crit Moves:	****				****					****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

\*\*\*\*\*

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

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM

	0	110	30	368	121	0	92	687	75	0	0	0
Base Vol:	0	110	30	368	121	0	92	687	75	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	118	32	394	129	0	98	735	80	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	10	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	141	32	394	139	0	103	768	94	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	141	0	394	139	0	103	768	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	141	0	394	139	0	103	768	94	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 Vol.:	0	141	0	394	139	0	103	768	94	0	0	0

Saturation Flow Module:

	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

	0.00	0.04	0.00	0.12	0.04	0.00	0.06	0.15	0.06	0.00	0.00	0.00
Vol/Sat:	0.00	0.04	0.00	0.12	0.04	0.00	0.06	0.15	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[ 10.2]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	17	0	75	0	0	0	0	158	24	89	154	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	18	0	80	0	0	0	0	169	26	95	165	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	18	0	80	0	0	0	0	171	26	95	167	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:	18	0	80	0	0	0	0	171	26	95	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	18	0	80	0	0	0	0	171	26	95	167	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	445	xxxx	171	xxxx	xxxx	xxxx	197	xxxx	xxxx
Potent Cap.:	574	xxxx	878	xxxx	xxxx	xxxx	1388	xxxx	xxxx
Move Cap.:	544	xxxx	878	xxxx	xxxx	xxxx	1388	xxxx	xxxx
Volume/Cap:	0.03	xxxx	0.09	xxxx	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	789	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*
ApproachDel:	10.2		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:	B		*		*		*		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[ 9.9]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	4	0	25	0	0	0	0	201	19	53	245	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	4	0	27	0	0	0	0	215	20	57	262	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	4	0	27	0	0	0	0	217	20	57	264	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:	4	0	27	0	0	0	0	217	20	57	264	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	0	27	0	0	0	0	217	20	57	264	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	463	xxxx	217	xxxx	xxxx	xxxx	237	xxxx	xxxx
Potent Cap.:	561	xxxx	828	xxxx	xxxx	xxxx	1341	xxxx	xxxx
Move Cap.:	543	xxxx	828	xxxx	xxxx	xxxx	1341	xxxx	xxxx
Volume/Cap:	0.01	xxxx	0.03	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	772	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	9.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*
ApproachDel:	9.9		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:	A		*		*		*		



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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 8:00-9:00 AM

Base Vol:	30	39	40	45	82	89	58	162	9	105	180	89
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	32	42	43	48	88	95	62	173	10	112	193	95
Added Vol:	0	14	130	3	17	0	0	0	0	150	0	5
HEADLANDS:	1	2	0	0	2	0	0	2	1	0	2	0
Initial Fut:	33	58	173	51	107	95	62	175	11	262	195	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	58	173	51	107	95	62	175	11	262	195	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	58	173	51	107	95	62	175	11	262	195	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	58	173	51	107	95	62	175	11	262	195	100

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.10	0.03	0.06	0.06	0.04	0.05	0.01	0.15	0.06	0.06
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[ 12.0]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	17	0	24	0	0	0	0	218	30	23	331	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	18	0	26	0	0	0	0	233	32	25	354	0
Added Vol:	5	0	41	0	0	0	0	130	3	29	150	0
HEADLANDS:	0	0	0	0	0	0	0	0	2	0	2	0
Initial Fut:	23	0	67	0	0	0	0	365	35	54	506	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:	23	0	67	0	0	0	0	365	35	54	506	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	23	0	67	0	0	0	0	365	35	54	506	0

Critical Gap Module:

Critical Gap:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	743	xxxx	200	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	400	xxxx	xxxx
Potent Cap.:	355	xxxx	814	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1169	xxxx	xxxx
Move Cap.:	342	xxxx	814	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1169	xxxx	xxxx
Volume/Cap:	0.07	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	600	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.0		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.223  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	1	0	19	9	0	10	7	233	4	30	347	12
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	1	0	20	10	0	11	7	249	4	32	371	13
Added Vol:	0	0	0	0	0	0	0	170	0	0	179	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	1	0	20	10	0	11	7	421	4	32	552	13
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:	1	0	0	10	0	11	7	421	4	32	552	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	10	0	11	7	421	4	32	552	13
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 Vol.:	1	0	0	10	0	11	7	421	4	32	552	13

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.47	0.00	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	805	0	895	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.12	0.00	0.02	0.16	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	82	187	119	391	321	97	206	841	76	71	495	157
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	88	200	127	418	343	104	220	900	81	76	530	168
Added Vol:	0	9	18	0	10	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	88	210	147	418	355	104	220	900	81	76	530	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:	88	210	147	418	355	104	220	900	81	76	530	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	210	147	418	355	104	220	900	81	76	530	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
Final Vol.:	88	210	147	418	355	104	220	900	81	76	530	168

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1999	1401	1700	2632	768	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.11	0.11	0.25	0.14	0.14	0.13	0.26	0.05	0.04	0.16	0.10
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	38	63	174	207	67	121	100	947	68	290	1342	161
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	41	67	186	221	72	129	107	1013	73	310	1436	172
Added Vol:	0	28	142	0	10	0	0	0	0	169	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	41	95	328	221	82	131	110	1038	73	479	1462	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:	41	95	328	221	82	131	110	1038	73	479	1462	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	95	328	221	82	131	110	1038	73	479	1462	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
Final Vol.:	41	95	328	221	82	131	110	1038	73	479	1462	172

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.79	0.21		
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	3042	358		

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.10	0.07	0.05	0.08	0.06	0.31	0.04	0.14	0.48	0.48
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	16	0	16	24	1487	0	34	1744	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	17	0	17	26	1591	0	36	1866	41
Added Vol:	0	0	0	0	0	0	0	142	0	0	169	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	17	0	17	26	1758	0	36	2061	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	17	0	17	26	1758	0	36	2061	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	17	26	1758	0	36	2061	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	17	0	17	26	1758	0	36	2061	41

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3334	66

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.52	0.00	0.02	0.62	0.62
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.627  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	1	0	2	0	0	0

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 380 390 258 53 341 419 232 695 237 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 407 417 276 57 365 448 248 744 254 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 18 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 0 2 0 0 0 0  
 Initial Fut: 407 417 276 57 365 448 248 764 254 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: 407 417 276 57 365 448 248 764 254 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 407 417 276 57 365 448 248 764 254 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 Vol.: 407 417 276 57 365 448 248 764 254 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 2.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00  
 Final Sat.: 1700 1700 1700 1700 3400 3400 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.25 0.16 0.03 0.11 0.13 0.15 0.22 0.15 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.285  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 0 0 0 127 0 0 0 501 948 0 189 89  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 0 0 136 0 0 0 536 1014 0 202 95  
 Added Vol: 0 0 0 0 0 129 0 104 0 0 30 0  
 HEADLANDS: 0 0 0 0 0 20 0 23 0 0 5 0  
 Initial Fut: 0 0 0 136 0 149 0 663 1014 0 237 95  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 136 0 0 0 663 0 0 237 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 136 0 0 0 663 0 0 237 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 136 0 0 0 663 0 0 237 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.00 0.20 0.00 0.00 0.14 0.00  
 Crit Moves: \*\*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.289  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	17	7	36	39	0	101	30	233	437	0	658	12
Added Vol:	30	0	0	0	0	0	0	0	104	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	52	7	36	39	0	101	30	233	564	0	658	12
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:	52	7	36	39	0	101	30	233	0	0	658	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	7	36	39	0	101	30	233	0	0	658	12
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
Final Vol.:	52	7	36	39	0	101	30	233	0	0	658	12

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.13	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1486	214	1700	1700	0	1700	1700	3400	1700	0	5010	90

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.04	0.02	0.02	0.00	0.06	0.02	0.07	0.00	0.00	0.13	0.13
Crit Moves:	****			****		****	****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	37	30	76	30	10	4	22	1257	15	81	1359	46
Added Vol:	0	0	0	0	0	0	0	14	0	0	11	0
HEADLANDS:	13	4	5	0	3	16	10	67	0	12	84	0
Initial Fut:	50	34	81	30	13	20	32	1338	15	93	1454	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:	50	34	81	30	13	20	32	1338	15	93	1454	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	34	81	30	13	20	32	1338	15	93	1454	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
Final Vol.:	50	34	81	30	13	20	32	1338	15	93	1454	46

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3362	38	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.05	0.02	0.01	0.01	0.02	0.40	0.40	0.05	0.43	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 5:00-6:00 PM

Base Vol:	36	446	86	240	467	97	93	392	76	128	380	363
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	39	477	92	257	500	104	100	419	81	137	407	388
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	39	498	92	257	524	104	100	419	81	137	407	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	498	92	257	524	104	100	419	81	137	407	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	498	92	257	524	104	100	419	81	137	407	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	39	498	92	257	524	104	100	419	81	137	407	388

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.05	0.15	0.15	0.06	0.06	0.12	0.05	0.08	0.12	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 249 357 0 0 441 226 0 0 0 279 1167 208  
 Added Vol: 11 11 0 0 14 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 268 378 0 0 455 236 0 0 0 279 1232 208  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 268 378 0 0 455 236 0 0 0 279 1232 208  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 268 378 0 0 455 236 0 0 0 279 1232 208  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 268 378 0 0 455 236 0 0 0 279 1232 208  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.11 0.00 0.00 0.09 0.14 0.00 0.00 0.00 0.16 0.24 0.12  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 521 33 485 201 0 136 1017 92 0 0 0  
 Added Vol: 0 21 0 0 14 0 0 0 14 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 0 55 8 0 0 0  
 Initial Fut: 0 550 33 485 215 0 146 1071 114 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: 0 550 0 485 215 0 146 1071 114 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 550 0 485 215 0 146 1071 114 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 Vol.: 0 550 0 485 215 0 146 1071 114 0 0 0  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.00 0.14 0.06 0.00 0.09 0.21 0.07 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[ 11.1]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	37	0	164	0	0	0	0	126	39	118	128	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	40	0	175	0	0	0	0	135	42	126	137	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	40	0	175	0	0	0	0	139	42	126	141	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:	40	0	175	0	0	0	0	139	42	126	141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	40	0	175	0	0	0	0	139	42	126	141	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	462	xxxx	139	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	181	xxxx	xxxx
Potent Cap.:	562	xxxx	915	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1407	xxxx	xxxx
Move Cap.:	523	xxxx	915	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1407	xxxx	xxxx
Volume/Cap:	0.08	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	804	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.1		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[ 11.7]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	15	0	25	0	0	0	0	288	23	78	244	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	16	0	27	0	0	0	0	308	25	83	261	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	16	0	27	0	0	0	0	312	25	83	265	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:	16	0	27	0	0	0	0	312	25	83	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	0	27	0	0	0	0	312	25	83	265	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	612	xxxx	312	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	337	xxxx	xxxx
Potent Cap.:	460	xxxx	733	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1234	xxxx	xxxx
Move Cap.:	436	xxxx	733	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1234	xxxx	xxxx
Volume/Cap:	0.04	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	584	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.7		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*



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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:00-5:00 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	19	86	126	179	75	94	116	162	14	114	212	83		
South Bound	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07		
East Bound	20	92	135	192	80	101	124	173	15	122	227	89		
West Bound	0	12	111	11	17	0	0	0	0	157	0	9		
HEADLANDS:	2	4	0	0	4	0	0	4	2	0	4	0		
Initial Fut:	22	108	246	203	101	101	124	177	17	279	231	98		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	22	108	246	203	101	101	124	177	17	279	231	98		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	22	108	246	203	101	101	124	177	17	279	231	98		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	22	108	246	203	101	101	124	177	17	279	231	98		

Saturation Flow Module:

	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
North Bound	1700	1700	1700	1700
South Bound	1700	1700	1700	1700
East Bound	1700	1700	1700	1700
West Bound	1700	1700	1700	1700

Capacity Analysis Module:

	Vol/Sat:	Crit Moves:
North Bound	0.01 0.06 0.14	0.12 0.06 0.06
South Bound	0.07 0.05 0.01	0.16 0.07 0.06

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[ 20.4]

\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
North Bound	26	0	71	0	0	0	0	436	39	43	400
South Bound	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
East Bound	28	0	76	0	0	0	0	467	42	46	428
West Bound	9	0	80	0	0	0	0	111	11	98	157
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4
Initial Fut:	37	0	156	0	0	0	0	582	53	144	589
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	0	156	0	0	0	0	582	53	144	589
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	156	0	0	0	0	582	53	144	589

Critical Gap Module:

	Critical Gp:	FollowUpTim:
North Bound	6.8 xxxxx	3.5 xxxxx
South Bound	6.9 xxxxx	3.3 xxxxx
East Bound	4.1 xxxxx	2.2 xxxxx
West Bound	4.1 xxxxx	2.2 xxxxx

Capacity Module:

	Cnflict Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
North Bound	1190 xxxxx	317 xxxxx	685 xxxxx	0.23 xxxxx
South Bound	183 xxxxx	685 xxxxx	685 xxxxx	0.23 xxxxx
East Bound	634 xxxxx	959 xxxxx	959 xxxxx	0.15 xxxxx
West Bound	634 xxxxx	959 xxxxx	959 xxxxx	0.15 xxxxx

Level Of Service Module:

	Queue:	Stopped Del:	LOS by Move:	Movement:	Shared Cap.:	SharedQueue:	Shrd StpDel:	Shared LOS:	ApproachDel:	ApproachLOS:
North Bound	xxxxx	xxxxx	xxxxx	LT - LTR - RT	424 xxxxx	2.3 xxxxx	20.4 xxxxx	C	20.4	C
South Bound	xxxxx	xxxxx	xxxxx	LT - LTR - RT	xxxxx	xxxxx	xxxxx	*	xxxxxx	*
East Bound	xxxxx	xxxxx	xxxxx	LT - LTR - RT	xxxxx	xxxxx	xxxxx	*	xxxxxx	*
West Bound	xxxxx	xxxxx	xxxxx	LT - LTR - RT	xxxxx	xxxxx	xxxxx	*	xxxxxx	*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.324  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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

Volume Module:

Base Vol:	19	1	18	34	0	12	8	451	20	53	425	32
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	20	1	19	36	0	13	9	483	21	57	455	34
Added Vol:	0	0	0	0	0	0	0	191	0	0	255	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	20	1	19	36	0	13	9	678	21	57	714	34
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:	20	1	0	36	0	13	9	678	21	57	714	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1	0	36	0	13	9	678	21	57	714	34
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 Vol.:	20	1	0	36	0	13	9	678	21	57	714	34

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1257	0	443	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.03	0.01	0.20	0.01	0.03	0.21	0.02
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: C

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

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	158	181	114	230	235	133	194	650	98	159	977	446
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	169	194	122	246	251	142	208	696	105	170	1045	477
Added Vol:	0	11	21	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	3	3	0	3	0	0	0	0	0	0	0
Initial Fut:	169	208	146	246	268	142	208	696	105	170	1045	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	208	146	246	268	142	208	696	105	170	1045	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	208	146	246	268	142	208	696	105	170	1045	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	169	208	146	246	268	142	208	696	105	170	1045	477

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1997	1403	1700	2222	1178	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.14	0.12	0.12	0.12	0.20	0.06	0.10	0.31	0.28
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 58 Level Of Service: D

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM

Base Vol:	74	122	344	247	131	104	167	1247	67	271	1336	187
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	79	131	368	264	140	111	179	1334	72	290	1430	200
Added Vol:	0	31	160	0	14	0	0	0	0	241	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	79	162	528	264	154	114	185	1375	72	531	1485	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	162	528	264	154	114	185	1375	72	531	1485	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	162	528	264	154	114	185	1375	72	531	1485	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	162	528	264	154	114	185	1375	72	531	1485	200

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.76	0.24
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	2996	404

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.16	0.08	0.09	0.07	0.11	0.40	0.04	0.16	0.50	0.50
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM

Base Vol:	0	0	0	29	0	48	56	1732	0	24	1887	49
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	31	0	51	60	1853	0	26	2019	52
Added Vol:	0	0	0	0	0	0	0	160	0	0	241	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	31	0	51	60	2054	0	26	2315	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	51	60	2054	0	26	2315	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	51	60	2054	0	26	2315	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	31	0	51	60	2054	0	26	2315	52

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.38	0.00	0.62	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	640	0	1060	1700	3400	0	1700	3325	75

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.60	0.00	0.02	0.70	0.70
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	1	1	0	2	0	0	0

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 522 298 348 233 715 855 227 448 341 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 559 319 372 249 765 915 243 479 365 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 21 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 0 3 0 0 0 0  
 Initial Fut: 559 319 372 249 765 915 243 503 365 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: 559 319 372 249 765 915 243 503 365 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 559 319 372 249 765 915 243 503 365 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 Vol.: 559 319 372 249 765 915 243 503 365 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.27 0.73 1.00 1.00 2.00 2.00 1.00 2.00 1.00 0.00 0.00 0.00  
 Final Sat.: 2164 1236 1700 1700 3400 3400 1700 3400 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.26 0.26 0.22 0.15 0.23 0.27 0.14 0.15 0.21 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.388  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 0 0 0 334 0 0 0 602 1248 0 155 79  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 0 0 357 0 0 0 644 1335 0 166 85  
 Added Vol: 0 0 0 0 0 0 184 0 117 0 0 42  
 HEADLANDS: 0 0 0 0 0 0 42 0 29 0 0 10  
 Initial Fut: 0 0 0 357 0 226 0 790 1335 0 218 85  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 357 0 0 0 790 0 0 218 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 357 0 0 0 790 0 0 218 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 357 0 0 0 790 0 0 218 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.00 0.00 0.23 0.00 0.00 0.13 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1 (PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.275  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	3	27	86	4	0	76	75	459	431	0	361	8
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	3	29	92	4	0	81	80	491	461	0	386	9
Added Vol:	42	0	0	0	0	0	0	0	117	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	55	29	92	4	0	81	80	491	607	0	386	9
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:	55	29	92	4	0	81	80	491	0	0	386	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	29	92	4	0	81	80	491	0	0	386	9
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
Final Vol.:	55	29	92	4	0	81	80	491	0	0	386	9

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	0.34	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1116	584	1700	1700	0	1700	1700	3400	1700	0	4989	111

Capacity Analysis Module:

Vol/Sat:	0.03	0.05	0.05	0.00	0.00	0.05	0.05	0.14	0.00	0.00	0.08	0.08
Crit Moves:	****			****		****	****		****	****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: C

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	61	18	71	41	6	5	23	1647	18	81	1156	22
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	65	19	76	44	6	5	25	1762	19	87	1237	24
Added Vol:	0	0	0	0	0	0	0	10	0	0	9	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	69	20	81	44	9	10	32	1814	19	97	1280	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	20	81	44	9	10	32	1814	19	97	1280	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	20	81	44	9	10	32	1814	19	97	1280	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	20	81	44	9	10	32	1814	19	97	1280	24

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3364	36	1700	3400	1700

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.01	0.05	0.03	0.01	0.01	0.02	0.54	0.54	0.06	0.38	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 29 Level Of Service: B

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	537	52	311	864	83	50	282	39	119	293	247
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	49	575	56	333	924	89	53	302	42	127	314	264
Added Vol:	0	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	49	589	56	333	939	89	53	302	42	127	314	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	589	56	333	939	89	53	302	42	127	314	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	589	56	333	939	89	53	302	42	127	314	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	589	56	333	939	89	53	302	42	127	314	264

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.17	0.03	0.20	0.28	0.05	0.03	0.09	0.02	0.07	0.09	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	299	436	0	0	712	278	0	0	0	162	736	169
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	320	467	0	0	762	297	0	0	0	173	788	181
Added Vol:	9	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	333	481	0	0	772	302	0	0	0	173	818	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	481	0	0	772	302	0	0	0	173	818	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	481	0	0	772	302	0	0	0	173	818	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	333	481	0	0	772	302	0	0	0	173	818	181

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.20	0.14	0.00	0.00	0.15	0.18	0.00	0.00	0.00	0.10	0.16	0.11
Crit Moves:	****			****						****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	0	424	39	645	285	0	319	1209	220	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	454	42	690	305	0	341	1294	235	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	10	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	477	42	690	315	0	346	1327	249	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	477	0	690	315	0	346	1327	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	477	0	690	315	0	346	1327	249	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 Vol.:	0	477	0	690	315	0	346	1327	249	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.00	0.20	0.09	0.00	0.20	0.26	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[ 13.1]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	29	0	126	0	0	0	0	260	50	162	292	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	31	0	135	0	0	0	0	278	53	173	312	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	31	0	135	0	0	0	0	280	53	173	314	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:	31	0	135	0	0	0	0	280	53	173	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	0	135	0	0	0	0	280	53	173	314	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	784	xxxx	280	xxxx	xxxx	xxxx	334	xxxx	xxxx
Potent Cap.:	365	xxxx	763	xxxx	xxxx	xxxx	1237	xxxx	xxxx
Move Cap.:	325	xxxx	763	xxxx	xxxx	xxxx	1237	xxxx	xxxx
Volume/Cap:	0.10	xxxx	0.18	xxxx	xxxx	xxxx	0.14	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxxx	610	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*
ApproachDel:	13.1		xxxxxx			xxxxxx	xxxxxx		
ApproachLOS:	B		*			*	*		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[ 13.2]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	14	0	52	0	0	0	0	374	17	126	440	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	15	0	56	0	0	0	0	400	18	135	471	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	15	0	56	0	0	0	0	402	18	135	473	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:	15	0	56	0	0	0	0	402	18	135	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	0	56	0	0	0	0	402	18	135	473	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	908	xxxx	402	xxxx	xxxx	xxxx	420	xxxx	xxxx
Potent Cap.:	308	xxxx	652	xxxx	xxxx	xxxx	1150	xxxx	xxxx
Move Cap.:	280	xxxx	652	xxxx	xxxx	xxxx	1150	xxxx	xxxx
Volume/Cap:	0.05	xxxx	0.09	xxxx	xxxx	xxxx	0.12	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxxx	509	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*
ApproachDel:	13.2		xxxxxx			xxxxxx	xxxxxx		
ApproachLOS:	B		*			*	*		



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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): XXXXXX  
Optimal Cycle: 37 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
 Base Vol: 57 258 136 174 187 113 137 267 27 311 391 93  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 61 276 146 186 200 121 147 286 29 333 418 100  
 Added Vol: 0 14 130 3 17 0 0 0 0 150 0 5  
 HEADLANDS: 1 2 0 0 2 0 0 2 1 0 2 0  
 Initial Fut: 62 292 276 189 219 121 147 288 30 483 420 105  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 62 292 276 189 219 121 147 288 30 483 420 105  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 62 292 276 189 219 121 147 288 30 483 420 105  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 62 292 276 189 219 121 147 288 30 483 420 105

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1700 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.17 0.16 0.11 0.13 0.07 0.09 0.08 0.02 0.28 0.12 0.06  
 Crit Moves: \*\*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[ 20.8]  
 \*\*\*\*\*

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	0	1	1	0	2

Volume Module:  
 Base Vol: 21 0 46 0 0 0 0 0 521 31 52 714 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 22 0 49 0 0 0 0 0 557 33 56 764 0  
 Added Vol: 5 0 41 0 0 0 0 0 130 3 29 150 0  
 HEADLANDS: 0 0 0 0 0 0 0 0 2 0 0 2 0  
 Initial Fut: 27 0 90 0 0 0 0 0 689 36 85 916 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: 27 0 90 0 0 0 0 0 689 36 85 916 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 27 0 90 0 0 0 0 0 689 36 85 916 0

Critical Gap Module:  
 Critical Gap: 6.8 XXXX 6.9 XXXXX XXXX XXXXX XXXXX XXXX XXXX 4.1 XXXX XXXXX  
 FollowUpTim: 3.5 XXXX 3.3 XXXXX XXXX XXXXX XXXXX XXXX XXXX 2.2 XXXX XXXXX

Capacity Module:  
 Cnflct Vol: 1335 XXXX 363 XXXX XXXX XXXXX XXXX XXXX XXXXX 726 XXXX XXXXX  
 Potent Cap.: 148 XXXX 640 XXXX XXXX XXXXX XXXX XXXX XXXXX 887 XXXX XXXXX  
 Move Cap.: 137 XXXX 640 XXXX XXXX XXXXX XXXX XXXX XXXXX 887 XXXX XXXXX  
 Volume/Cap: 0.20 XXXX 0.14 XXXX XXXX XXXXX XXXX XXXX XXXXX 0.10 XXXX XXXXX

Level Of Service Module:  
 Queue: XXXXX XXXX XXXXX XXXXX XXXX XXXXX XXXXX XXXX XXXXX 0.3 XXXX XXXXX  
 Stopped Del: XXXXX XXXX XXXXX XXXXX XXXX XXXXX XXXXX XXXX XXXXX 9.5 XXXX XXXXX  
 LOS by Move: \* \* \* \* \* A \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: XXXX 344 XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX  
 SharedQueue: XXXXX 1.5 XXXXX XXXXX XXXX XXXXX XXXXX XXXX XXXXX XXXX XXXX XXXXX  
 Shrd StpDel: XXXXX 20.8 XXXXX XXXXX XXXX XXXXX XXXXX XXXX XXXX XXXX XXXX XXXX  
 Shared LOS: \* C \* \* \* \* \* \* \* \* \*  
 ApproachDel: 20.8 XXXXXX XXXXXX XXXXXX  
 ApproachLOS: C \* \* \*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.393  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 Level Of Service: A

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

Volume Module:

Base Vol:	42	2	21	30	4	35	22	501	40	103	631	49
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	45	2	22	32	4	37	24	536	43	110	675	52
Added Vol:	0	0	0	0	0	0	0	170	0	0	179	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	45	2	22	32	4	37	24	708	43	110	856	52
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:	45	2	0	32	4	37	24	708	43	110	856	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2	0	32	4	37	24	708	43	110	856	52
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 Vol.:	45	2	0	32	4	37	24	708	43	110	856	52

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.43	0.06	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	739	99	862	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.00	0.02	0.04	0.04	0.01	0.21	0.03	0.06	0.25	0.03
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	98	316	121	288	442	125	94	502	65	189	497	271
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	105	338	129	308	473	134	101	537	70	202	532	290
Added Vol:	0	9	18	0	10	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	105	348	149	308	485	134	101	537	70	202	532	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	348	149	308	485	134	101	537	70	202	532	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	348	149	308	485	134	101	537	70	202	532	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	105	348	149	308	485	134	101	537	70	202	532	290

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2379	1021	1700	2665	735	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.15	0.18	0.18	0.18	0.06	0.16	0.04	0.12	0.16	0.17
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM  
 Base Vol: 68 118 331 276 191 176 328 1451 152 383 929 133  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 73 126 354 295 204 188 351 1553 163 410 994 142  
 Added Vol: 0 28 142 0 10 0 0 0 0 169 0 0  
 HEADLANDS: 0 0 0 0 0 2 3 25 0 0 26 0  
 Initial Fut: 73 154 496 295 214 190 354 1578 163 579 1020 142  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 73 154 496 295 214 190 354 1578 163 579 1020 142  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 73 154 496 295 214 190 354 1578 163 579 1020 142  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 73 154 496 295 214 190 354 1578 163 579 1020 142

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.76	0.24
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	2984	416

Capacity Analysis Module:

Vol/Sat: 0.04 0.09 0.15 0.09 0.13 0.11 0.21 0.46 0.10 0.17 0.34 0.34  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0	2	0	1	1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
 Base Vol: 0 0 0 42 0 46 67 1750 0 62 1341 53  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 0 0 45 0 49 72 1873 0 66 1435 57  
 Added Vol: 0 0 0 0 0 0 0 142 0 0 169 0  
 HEADLANDS: 0 0 0 0 0 0 0 25 0 0 26 0  
 Initial Fut: 0 0 0 45 0 49 72 2040 0 66 1630 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: 0 0 0 45 0 49 72 2040 0 66 1630 57  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 45 0 49 72 2040 0 66 1630 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  
 Final Vol.: 0 0 0 45 0 49 72 2040 0 66 1630 57

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.48	0.00	0.52	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	0	0	811	0	889	1700	3400	0	1700	3286	114

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.06 0.04 0.60 0.00 0.04 0.50 0.50  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 102 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	1	0	2	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	434	322	221	35	1275	383	164	395	370	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	464	345	236	37	1364	410	175	423	396	0	0	0
Added Vol:	0	0	0	0	0	0	0	18	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	464	345	236	37	1364	410	175	443	396	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:	464	345	236	37	1364	410	175	443	396	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	345	236	37	1364	410	175	443	396	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 Vol.:	464	345	236	37	1364	410	175	443	396	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.15	0.85	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1952	1448	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.14	0.02	0.40	0.12	0.10	0.13	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.292  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

Base Vol:	0	0	0	184	0	0	0	437	1299	0	259	86
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	197	0	0	0	468	1390	0	277	92
Added Vol:	0	0	0	0	0	129	0	104	0	0	30	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	197	0	149	0	595	1390	0	312	92
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	197	0	0	0	595	0	0	312	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	0	0	0	595	0	0	312	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	197	0	0	0	595	0	0	312	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.17	0.00	0.00	0.18	0.00
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.211  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	3	14	56		3	0	60		50	276	400		0	326	6	
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	
Initial Bse:	3	15	60		3	0	64		53	295	428		0	349	6	
Added Vol:	30	0	0		0	0	0		0	0	104		0	0	0	
HEADLANDS:	5	0	0		0	0	0		0	0	23		0	0	0	
Initial Fut:	38	15	60		3	0	64		53	295	555		0	349	6	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	
PHF Volume:	38	15	60		3	0	64		53	295	0		0	349	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	15	60		3	0	64		53	295	0		0	349	6	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	
Final Vol.:	38	15	60		3	0	64		53	295	0		0	349	6	

Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.72	0.28	1.00	1.00	0.00	1.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05			
Final Sat.:	1221	479	1700		1700	0	1700		1700	3400	1700		0	5008	92	

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.02	0.03	0.04	0.00	0.00	0.04	0.03	0.09	0.00	0.00	0.07	0.07	0.07			
Crit Moves:	****				****	****	****				****					

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: B  
\*\*\*\*\*

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

Volume Module:

Base Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	98	15	102	43	10	11	13	1398	40	78	1223	32
Added Vol:	0	0	0	0	0	0	0	14	0	0	11	0
HEADLANDS:	13	4	15	0	3	16	10	67	0	12	84	0
Initial Fut:	111	19	117	43	13	27	23	1479	40	90	1318	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	19	117	43	13	27	23	1479	40	90	1318	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	19	117	43	13	27	23	1479	40	90	1318	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	19	117	43	13	27	23	1479	40	90	1318	32

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3311	89	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.01	0.07	0.03	0.01	0.02	0.01	0.45	0.45	0.05	0.39	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 1:30-2:30 PM

Base Vol:	46	442	44	311	648	68	64	295	42	133	244	290
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	49	473	47	333	693	73	68	316	45	142	261	310
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	49	494	47	333	717	73	68	316	45	142	261	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	494	47	333	717	73	68	316	45	142	261	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	494	47	333	717	73	68	316	45	142	261	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	49	494	47	333	717	73	68	316	45	142	261	310

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.15	0.03	0.20	0.21	0.04	0.04	0.09	0.03	0.08	0.08	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	294	423	0	0	746	221	0	0	0	175	688	149
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	315	453	0	0	798	236	0	0	0	187	736	159
Added Vol:	11	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	8	10	0	0	0	10	0	0	0	0	65	0
Initial Fut:	334	474	0	0	812	246	0	0	0	187	801	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	474	0	0	812	246	0	0	0	187	801	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	474	0	0	812	246	0	0	0	187	801	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	334	474	0	0	812	246	0	0	0	187	801	159

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.20	0.14	0.00	0.00	0.16	0.14	0.00	0.00	0.00	0.11	0.16	0.09
Crit Moves:	****			****						****		

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM

Base Vol:	0	519	57	502	229	0	231	1079	199	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	555	61	537	245	0	247	1155	213	0	0	0
Added Vol:	0	21	0	0	14	0	0	0	14	0	0	0
HEADLANDS:	0	8	0	0	0	0	0	10	55	8	0	0
Initial Fut:	0	584	61	537	259	0	257	1210	235	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	584	0	537	259	0	257	1210	235	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	584	0	537	259	0	257	1210	235	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 Vol.:	0	584	0	537	259	0	257	1210	235	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.16	0.08	0.00	0.15	0.24	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B [ 14.1 ]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	29	0	156	0	0	0	0	275	35	187	327	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	31	0	167	0	0	0	0	294	37	200	350	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	31	0	167	0	0	0	0	298	37	200	354	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:	31	0	167	0	0	0	0	298	37	200	354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	0	167	0	0	0	0	298	37	200	354	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	875	xxxx	298	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	336	xxxx	xxxx
Potent Cap.:	322	xxxx	746	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1235	xxxx	xxxx
Move Cap.:	282	xxxx	746	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1235	xxxx	xxxx
Volume/Cap:	0.11	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	593	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.1		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B [ 14.6 ]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	23	0	62	0	0	0	0	397	39	110	491	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	25	0	66	0	0	0	0	425	42	118	525	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	25	0	66	0	0	0	0	429	42	118	529	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:	25	0	66	0	0	0	0	429	42	118	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	25	0	66	0	0	0	0	429	42	118	529	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	929	xxxx	429	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	471	xxxx	xxxx
Potent Cap.:	300	xxxx	630	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1102	xxxx	xxxx
Move Cap.:	275	xxxx	630	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1102	xxxx	xxxx
Volume/Cap:	0.09	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	467	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.6		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*



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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	72	268	172	185	163	111	136	279	33	331	377	95		
South Bound	72	268	172	185	163	111	136	279	33	331	377	95		
East Bound	72	268	172	185	163	111	136	279	33	331	377	95		
West Bound	72	268	172	185	163	111	136	279	33	331	377	95		

Saturation Flow Module:

	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
North Bound	1700	1700	1700	1700
South Bound	1700	1700	1700	1700
East Bound	1700	1700	1700	1700
West Bound	1700	1700	1700	1700

Capacity Analysis Module:

	Vol/Sat:	Crit Moves:
North Bound	0.05 0.18 0.17	0.12 0.11 0.07
South Bound	0.09 0.09 0.02	0.30 0.12 0.07

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: F[ 53.4]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
North Bound	32	0	72	0	0	0	0	0	0	591	43
South Bound	32	0	72	0	0	0	0	0	0	591	43
East Bound	32	0	72	0	0	0	0	0	0	591	43
West Bound	32	0	72	0	0	0	0	0	0	591	43

Critical Gap Module:

	Critical Gap:	FollowUpTim:
North Bound	6.8 xxxxx	3.5 xxxxx
South Bound	6.9 xxxxx	3.3 xxxxx

Capacity Module:

	Cnflict Vol:	Potent Cap.:	Move Cap.:	Volume/Cap.:
North Bound	1584 xxxxx	402 xxxxx	804 xxxxx	0.51 xxxxx
South Bound	603 xxxxx	0.26 xxxxx	829 xxxxx	0.21 xxxxx

Level Of Service Module:

	Queue:	Stopped Del:	LOS by Move:	Movement:	Shared Cap.:	Shared Queue:	Shrd StpDel:	Shared LOS:	ApproachDel:	ApproachLOS:
North Bound	xxxxx	xxxxx	xxxxx	LT - LTR - RT	260 xxxxx	5.7 xxxxx	53.4 xxxxx	F	53.4	F
South Bound	xxxxx	xxxxx	xxxxx	LT - LTR - RT	xxxxx	xxxxx	xxxxx	*	xxxxxx	*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Protected Protected  
Rights: Ignore Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 0 1 0 0 1 0 2 0 1

Volume Module:  
Base Vol: 49 12 17 35 4 83 28 581 53 117 649 91  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 52 13 18 37 4 89 30 622 57 125 694 97  
Added Vol: 0 0 0 0 0 0 0 191 0 0 255 0  
HEADLANDS: 0 0 0 0 0 0 0 4 0 0 4 0  
Initial Fut: 52 13 18 37 4 89 30 817 57 125 953 97  
User Adj: 1.00 1.00 0.00 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  
PHF Volume: 52 13 0 37 4 89 30 817 57 125 953 97  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 52 13 0 37 4 89 30 817 57 125 953 97  
PCE Adj: 1.00 1.00 0.00 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  
Final Vol.: 52 13 0 37 4 89 30 817 57 125 953 97

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 1.00 0.29 0.03 0.68 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1700 1700 1700 488 56 1157 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
Vol/Sat: 0.03 0.01 0.00 0.02 0.08 0.08 0.02 0.24 0.03 0.07 0.28 0.06  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
Base Vol: 82 239 86 248 457 136 83 600 61 185 571 177  
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
Initial Bse: 88 256 92 265 489 146 89 642 65 198 611 189  
Added Vol: 0 11 21 0 14 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 88 267 113 265 503 146 89 642 65 198 611 189  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 88 267 113 265 503 146 89 642 65 198 611 189  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 88 267 113 265 503 146 89 642 65 198 611 189  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 88 267 113 265 503 146 89 642 65 198 611 189

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.40 0.60 1.00 1.55 0.45 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1700 2388 1012 1700 2637 763 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
Vol/Sat: 0.05 0.11 0.11 0.16 0.19 0.19 0.05 0.19 0.04 0.12 0.18 0.11  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.814  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 55 Level Of Service: D

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

Volume Module: >> Count Date: 25 May 2003 << 2:00-3:00 PM

Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	70
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	95	133	331	236	186	131	211	1312	162	412	841	75
Added Vol:	0	31	160	0	14	0	0	0	0	241	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	95	164	491	236	200	134	217	1353	162	653	896	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	164	491	236	200	134	217	1353	162	653	896	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	164	491	236	200	134	217	1353	162	653	896	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	164	491	236	200	134	217	1353	162	653	896	75

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	3138	262

Capacity Analysis Module:

Vol/Sat:	0.06	0.10	0.14	0.07	0.12	0.08	0.13	0.40	0.10	0.19	0.29	0.29
Crit Moves:	****			****			****			****		

B-12WP-PM Fri Nov 18, 2005 11:27:26 Page 14-1

DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	48	0	48	66	1859	0	79	1515	39
Added Vol:	0	0	0	0	0	0	0	160	0	0	241	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	48	0	48	66	2060	0	79	1811	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	48	66	2060	0	79	1811	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	48	66	2060	0	79	1811	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	0	0	0	48	0	48	66	2060	0	79	1811	39

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3329	71

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.04	0.61	0.00	0.05	0.54	0.54
Crit Moves:	****			****			****			****		

B-12WP-PM Fri Nov 18, 2005 11:27:26 Page 15-1

DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #113 CAMINO CAPISTRANO/STONEHILL DR

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	1	1	0	2	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 1:45-2:45 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	440	234	201	66	1256	535	182	444	384	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	471	250	215	71	1344	572	195	475	411	0	0	0
Added Vol:	0	0	0	0	0	0	0	21	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	3	0	0	0	0
Initial Fut:	471	250	215	71	1344	572	195	499	411	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	250	215	71	1344	572	195	499	411	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	250	215	71	1344	572	195	499	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 Vol.:	471	250	215	71	1344	572	195	499	411	0	0	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.31	0.69	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2220	1180	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.21	0.21	0.13	0.04	0.40	0.17	0.11	0.15	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****					

B-12WP-PM Fri Nov 18, 2005 11:27:26 Page 16-1

DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.343  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	208	0	0	0	585	917	0	211	76
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	223	0	0	0	626	981	0	226	81
Added Vol:	0	0	0	0	0	184	0	117	0	0	42	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	223	0	226	0	772	981	0	278	81
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	223	0	0	0	772	0	0	278	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	0	0	772	0	0	278	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	223	0	0	0	772	0	0	278	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.23	0.00	0.00	0.16	0.00
Crit Moves:	****			****			****			****		

B-12WP-PM

Fri Nov 18, 2005 11:27:26

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DANA POINT HARBOR  
FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.243  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	11	13	55	4	0	53	76	291	447	0	343	9
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	12	14	59	4	0	57	81	311	478	0	367	10
Added Vol:	42	0	0	0	0	0	0	0	117	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	64	14	59	4	0	57	81	311	624	0	367	10
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:	64	14	59	4	0	57	81	311	0	0	367	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	14	59	4	0	57	81	311	0	0	367	10
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
Final Vol.:	64	14	59	4	0	57	81	311	0	0	367	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.18	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1396	304	1700	1700	0	1700	1700	3400	1700	0	4970	130

Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.03	0.00	0.00	0.03	0.05	0.09	0.00	0.00	0.07	0.07
Crit Moves:	****					****	****			****		

\*\*\*\*\*

**Mitigated Forecast Year 2012  
With Commercial Core Project Conditions**

M-B-12WP-NOON Fri Nov 18, 2005 14:09:50 Page 3-1

DANA POINT HARBOR  
MITIGATED FORECAST YEAR 2012 WITH COMMERCIAL CORE PROJECT CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	21	0	46	0	0	0	0	521	31	52	714	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	22	0	49	0	0	0	0	557	33	56	764	0
Added Vol:	5	0	41	0	0	0	0	130	3	29	150	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	27	0	90	0	0	0	0	689	36	85	916	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:	27	0	90	0	0	0	0	689	36	85	916	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	90	0	0	0	0	689	36	85	916	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 Vol.:	27	0	90	0	0	0	0	689	36	85	916	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	397	0	1303	0	0	0	0	3231	169	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.21	0.21	0.05	0.27	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

M-B-12WP-PM

Fri Nov 18, 2005 14:10:01

Page 3-1

DANA POINT HARBOR  
MITIGATED FORECAST YEAR 2012 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	32	0	72	0	0	0	0	591	43	70	713	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	34	0	77	0	0	0	0	632	46	75	763	0
Added Vol:	9	0	80	0	0	0	0	111	11	98	157	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	43	0	157	0	0	0	0	747	57	173	924	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:	43	0	157	0	0	0	0	747	57	173	924	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	157	0	0	0	0	747	57	173	924	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 Vol.:	43	0	157	0	0	0	0	747	57	173	924	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.00	0.78	0.00	0.00	0.00	0.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	367	0	1333	0	0	0	0	3159	241	1700	3400	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.24	0.24	0.10	0.27	0.00
Crit Moves:	***						***			***		

\*\*\*\*\*



**Forecast Buildout Year  
2030 Without Project Conditions**

A-30NP-AM Tue Sep 6, 2005 15:59:36 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

Base Vol:	35	12	16	33	4	3	5	787	10	35	1291	26
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	45	15	20	42	5	4	6	1007	13	45	1652	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	49	16	25	42	8	9	13	1049	13	55	1686	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	16	25	42	8	9	13	1049	13	55	1686	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	16	25	42	8	9	13	1049	13	55	1686	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	16	25	42	8	9	13	1049	13	55	1686	33

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3359	41	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.01	0.02	0.00	0.01	0.01	0.31	0.31	0.03	0.50	0.02
Crit Moves:	****			****		****				****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	27	227	58	253	492	89	58	312	31	103	279	235
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	35	291	74	324	630	114	74	399	40	132	357	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	35	296	74	324	635	114	74	399	40	132	357	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:	35	296	74	324	635	114	74	399	40	132	357	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	296	74	324	635	114	74	399	40	132	357	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
Final Vol.:	35	296	74	324	635	114	74	399	40	132	357	301

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.04	0.19	0.19	0.07	0.04	0.12	0.02	0.08	0.11	0.18
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 79 78 0 0 391 258 0 0 0 89 1190 128  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 101 100 0 0 500 330 0 0 0 114 1523 164  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 4 5 0 0 0 5 0 0 0 0 30 0  
 Initial Fut: 105 105 0 0 500 335 0 0 0 114 1553 164  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 105 105 0 0 500 335 0 0 0 114 1553 164  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 105 105 0 0 500 335 0 0 0 114 1553 164  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 105 105 0 0 500 335 0 0 0 114 1553 164  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.03 0.00 0.00 0.10 0.20 0.00 0.00 0.00 0.07 0.30 0.10  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.410  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM  
 Base Vol: 0 110 30 368 121 0 92 687 75 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 141 38 471 155 0 118 879 96 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 4 0 0 0 0 5 33 4 0 0 0  
 Initial Fut: 0 145 38 471 155 0 123 912 100 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: 0 145 0 471 155 0 123 912 100 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 145 0 471 155 0 123 912 100 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 Vol.: 0 145 0 471 155 0 123 912 100 0 0 0  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.04 0.00 0.14 0.05 0.00 0.07 0.18 0.06 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #105 ISLAND WAY/DANA POINT HARBOR DR

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B [ 10.8]

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 0 0 0	0 0 1 0 1	1 0 2 0 0

Volume Module:	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
	17	0	75	0	0	0	0	158	24	89	154
	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
	22	0	96	0	0	0	0	202	31	114	197
	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	2	0	0	2
	22	0	96	0	0	0	0	204	31	114	199
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	22	0	96	0	0	0	0	204	31	114	199
	0	0	0	0	0	0	0	0	0	0	0
	22	0	96	0	0	0	0	204	31	114	199

Critical Gap Module:	Critical Gp:	FollowUpTim:
	6.4	3.5
	6.2	3.3
	4.1	2.2

Capacity Module:	Cnflct Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
	532	512	479	0.05
	204	841	841	0.11
	235	1344	1344	0.08

Level Of Service Module:	Queue:	Stopped Del:	LOS by Move:	Movement:	Shared Cap.:	SharedQueue:	Shrd StpDel:	Shared LOS:	ApproachDel:	ApproachLOS:
	0.3	7.9	A	LT - LTR - RT	738	0.6	10.8	B	10.8	B
	0.3	7.9	A	LT - LTR - RT	738	0.6	10.8	B	10.8	B
	0.3	7.9	A	LT - LTR - RT	738	0.6	10.8	B	10.8	B

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B [ 10.3]

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 0 0 0	0 0 1 0 1	1 0 2 0 0

Volume Module:	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
	4	0	25	0	0	0	0	201	19	53	245
	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
	5	0	32	0	0	0	0	257	24	68	314
	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	2	0	0	2
	5	0	32	0	0	0	0	259	24	68	316
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	5	0	32	0	0	0	0	259	24	68	316
	0	0	0	0	0	0	0	0	0	0	0
	5	0	32	0	0	0	0	259	24	68	316

Critical Gap Module:	Critical Gp:	FollowUpTim:
	6.4	3.5
	6.2	3.3
	4.1	2.2

Capacity Module:	Cnflct Vol:	Potent Cap.:	Move Cap.:	Volume/Cap:
	553	498	478	0.01
	259	784	784	0.04
	284	1290	1290	0.05

Level Of Service Module:	Queue:	Stopped Del:	LOS by Move:	Movement:	Shared Cap.:	SharedQueue:	Shrd StpDel:	Shared LOS:	ApproachDel:	ApproachLOS:
	0.2	7.9	A	LT - LTR - RT	720	0.2	10.3	B	10.3	B
	0.2	7.9	A	LT - LTR - RT	720	0.2	10.3	B	10.3	B
	0.2	7.9	A	LT - LTR - RT	720	0.2	10.3	B	10.3	B

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.281  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 8:00-9:00 AM

Base Vol:	30	39	40	45	82	89	58	162	9	105	180	89
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	38	50	51	58	105	114	74	207	12	134	230	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	1	2	0	0	2	0	0	2	1	0	2	0
Initial Fut:	39	52	51	58	107	114	74	209	13	134	232	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	52	51	58	107	114	74	209	13	134	232	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	52	51	58	107	114	74	209	13	134	232	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	39	52	51	58	107	114	74	209	13	134	232	114

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.03	0.06	0.07	0.04	0.06	0.01	0.08	0.07	0.07
Crit Moves:	****				****		****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[ 11.3]  
\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	17	0	24	0	0	0	0	218	30	23	331	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	22	0	31	0	0	0	0	279	38	29	424	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	22	0	31	0	0	0	0	281	38	29	426	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:	22	0	31	0	0	0	0	281	38	29	426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	0	31	0	0	0	0	281	38	29	426	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	572	xxxx	160	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	319	xxxx	xxxxx
Potent Cap.:	455	xxxx	863	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1252	xxxx	xxxxx
Move Cap.:	447	xxxx	863	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1252	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	0.04	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.02	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	623	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	11.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.3		xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS:	B		*			*			*			

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap. (X): 0.193  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 15 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 1 0 19 9 0 10 7 233 4 30 347 12  
Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
Initial Bse: 1 0 24 12 0 13 9 298 5 38 444 15  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
HEADLANDS: 0 0 0 0 0 0 0 2 0 0 2 0  
Initial Fut: 1 0 24 12 0 13 9 300 5 38 446 15  
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: 1 0 0 12 0 13 9 300 5 38 446 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 1 0 0 12 0 13 9 300 5 38 446 15  
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 Vol.: 1 0 0 12 0 13 9 300 5 38 446 15

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 1.00 0.47 0.00 0.53 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1700 1700 1700 805 0 895 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.01 0.01 0.09 0.00 0.02 0.13 0.01  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap. (X): 0.831  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 59 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM  
Base Vol: 82 187 119 391 321 97 206 841 76 71 495 157  
Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
Initial Bse: 105 239 152 500 411 124 264 1076 97 91 634 201  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
HEADLANDS: 0 1 2 0 2 0 0 0 0 0 0 0  
Initial Fut: 105 240 154 500 413 124 264 1076 97 91 634 201  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 105 240 154 500 413 124 264 1076 97 91 634 201  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 105 240 154 500 413 124 264 1076 97 91 634 201  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 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 Vol.: 105 240 154 500 413 124 264 1076 97 91 634 201

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.22 0.78 1.00 1.54 0.46 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1700 2071 1329 1700 2614 786 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
Vol/Sat: 0.06 0.12 0.12 0.29 0.16 0.16 0.16 0.32 0.06 0.05 0.19 0.12  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.826  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 58 Level Of Service: D

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	38	63	174	207	67	121	100	947	68	290	1342	161
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	49	81	223	265	86	155	128	1212	87	371	1718	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	49	81	223	265	86	157	131	1237	87	371	1744	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	81	223	265	86	157	131	1237	87	371	1744	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	81	223	265	86	157	131	1237	87	371	1744	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	49	81	223	265	86	157	131	1237	87	371	1744	206

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	3041	359

## Capacity Analysis Module:

Vol/Sat: 0.03 0.05 0.07 0.08 0.05 0.09 0.08 0.36 0.05 0.11 0.57 0.57  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	16	0	16	24	1487	0	34	1744	38
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	20	0	20	31	1903	0	44	2232	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	20	0	20	31	1928	0	44	2258	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	20	31	1928	0	44	2258	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	20	31	1928	0	44	2258	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	0	0	0	20	0	20	31	1928	0	44	2258	49

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3328	72

## Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.02 0.57 0.00 0.03 0.68 0.68  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.734  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	1	1	0	2	0	0	0

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 380 390 258 53 341 419 232 695 237 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 486 499 330 68 436 536 297 890 303 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 0 2 0 0 0 0  
 Initial Fut: 486 499 330 68 436 536 297 892 303 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: 486 499 330 68 436 536 297 892 303 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 486 499 330 68 436 536 297 892 303 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 Vol.: 486 499 330 68 436 536 297 892 303 0 0 0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

Vol/Sat: 0.29 0.29 0.19 0.04 0.13 0.16 0.17 0.26 0.18 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.293  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 0 0 0 127 0 0 0 501 948 0 189 89  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 0 0 163 0 0 0 641 1213 0 242 114  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 20 0 23 0 0 5 0  
 Initial Fut: 0 0 0 163 0 20 0 664 1213 0 247 114  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 163 0 0 0 664 0 0 247 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 163 0 0 0 664 0 0 247 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 163 0 0 0 664 0 0 247 0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.00 0.00 0.20 0.00 0.00 0.15 0.00  
 Crit Moves: \*\*\*\*



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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	20	9	44	46	0	120	36	279	522	0	787	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	25	9	44	46	0	120	36	279	545	0	787	14
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:	25	9	44	46	0	120	36	279	0	0	787	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	9	44	46	0	120	36	279	0	0	787	14
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
Final Vol.:	25	9	44	46	0	120	36	279	0	0	787	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.26	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1258	442	1700	1700	0	1700	1700	3400	1700	0	5010	90

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.03	0.03	0.00	0.07	0.02	0.08	0.00	0.00	0.16	0.16
Crit Moves:	****			****		****	****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	45	36	91	36	12	5	27	1504	18	97	1626	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	13	4	5	0	3	16	10	67	0	12	84	0
Initial Fut:	58	40	96	36	15	21	37	1571	18	109	1710	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	40	96	36	15	21	37	1571	18	109	1710	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	40	96	36	15	21	37	1571	18	109	1710	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	40	96	36	15	21	37	1571	18	109	1710	55

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3362	38	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.06	0.02	0.01	0.01	0.02	0.47	0.47	0.06	0.50	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.745  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 5:00-6:00 PM

Base Vol:	36	446	86	240	467	97	93	392	76	128	380	363
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	46	571	110	307	598	124	119	502	97	164	486	465
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	46	581	110	307	608	124	119	502	97	164	486	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	581	110	307	608	124	119	502	97	164	486	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	581	110	307	608	124	119	502	97	164	486	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	46	581	110	307	608	124	119	502	97	164	486	465

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.06	0.18	0.18	0.07	0.07	0.15	0.06	0.10	0.14	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 298 428 0 0 527 270 0 0 0 334 1396 248  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 306 438 0 0 527 280 0 0 0 334 1461 248  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 306 438 0 0 527 280 0 0 0 334 1461 248  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 306 438 0 0 527 280 0 0 0 334 1461 248  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 306 438 0 0 527 280 0 0 0 334 1461 248

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.13 0.00 0.00 0.10 0.16 0.00 0.00 0.00 0.20 0.29 0.15  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 623 40 580 241 0 163 1216 110 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 631 40 580 241 0 173 1271 118 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: 0 631 0 580 241 0 173 1271 118 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 631 0 580 241 0 173 1271 118 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 Vol.: 0 631 0 580 241 0 173 1271 118 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.19 0.00 0.17 0.07 0.00 0.10 0.25 0.07 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
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PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[ 12.2]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	37	0	164	0	0	0	0	126	39	118	128	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	47	0	210	0	0	0	0	161	50	151	164	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	47	0	210	0	0	0	0	165	50	151	168	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:	47	0	210	0	0	0	0	165	50	151	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	47	0	210	0	0	0	0	165	50	151	168	0

Critical Gap Module:

Critical Gap:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	551	xxxx	165	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	215	xxxx	xxxx
Potent Cap.:	499	xxxx	884	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1367	xxxx	xxxx
Move Cap.:	456	xxxx	884	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1367	xxxx	xxxx
Volume/Cap:	0.10	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	754	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.2		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[ 12.8]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	15	0	25	0	0	0	0	288	23	78	244	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	19	0	32	0	0	0	0	369	29	100	312	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	19	0	32	0	0	0	0	373	29	100	316	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:	19	0	32	0	0	0	0	373	29	100	316	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	0	32	0	0	0	0	373	29	100	316	0

Critical Gap Module:

Critical Gap:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	730	xxxx	373	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	402	xxxx	xxxx
Potent Cap.:	392	xxxx	678	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1168	xxxx	xxxx
Move Cap.:	366	xxxx	678	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1168	xxxx	xxxx
Volume/Cap:	0.05	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	514	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.8		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 11 Mar 2003 << 4:00-5:00 PM

Base Vol:	19	86	126	179	75	94	116	162	14	114	212	83
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	24	110	161	229	96	120	148	207	18	146	271	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	2	4	0	0	4	0	0	4	2	0	4	0
Initial Fut:	26	114	161	229	100	120	148	211	20	146	275	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	114	161	229	100	120	148	211	20	146	275	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	114	161	229	100	120	148	211	20	146	275	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	26	114	161	229	100	120	148	211	20	146	275	106

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.09	0.13	0.06	0.07	0.09	0.06	0.01	0.09	0.08	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[ 15.4]

\*\*\*\*\*

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 1 0 0	0 0 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	26	0	71	0	0	0	0	436	39	43	400	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	33	0	91	0	0	0	0	558	50	55	512	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	33	0	91	0	0	0	0	562	50	55	516	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:	33	0	91	0	0	0	0	562	50	55	516	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	33	0	91	0	0	0	0	562	50	55	516	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	955	xxxx	306	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	612	xxxx	xxxx
Potent Cap.:	260	xxxx	696	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	977	xxxx	xxxx
Move Cap.:	249	xxxx	696	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	977	xxxx	xxxx
Volume/Cap:	0.13	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	470	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.4		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	C		*			*			*			*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

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

## Volume Module:

Base Vol:	19	1	18	34	0	12	8	451	20	53	425	32
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	24	1	23	44	0	15	10	577	26	68	544	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	24	1	23	44	0	15	10	581	26	68	548	41
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:	24	1	0	44	0	15	10	581	26	68	548	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1	0	44	0	15	10	581	26	68	548	41
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 Vol.:	24	1	0	44	0	15	10	581	26	68	548	41

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1257	0	443	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.00	0.03	0.00	0.03	0.01	0.17	0.02	0.04	0.16	0.02
Crit Moves:	****			****			****			****		

\*\*\*\*\*

A-30NP-PM Tue Sep 6, 2005 15:59:48 Page 12-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.850  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 65 Level Of Service: D

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

## Volume Module: &gt;&gt; Count Date: 12 Mar 2003 &lt;&lt; 4:30-5:30 PM

Base Vol:	158	181	114	230	235	133	194	650	98	159	977	446
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	202	232	146	294	301	170	248	832	125	204	1251	571
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	3	3	0	3	0	0	0	0	0	0	0
Initial Fut:	202	235	149	294	304	170	248	832	125	204	1251	571
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	235	149	294	304	170	248	832	125	204	1251	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	235	149	294	304	170	248	832	125	204	1251	571
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	202	235	149	294	304	170	248	832	125	204	1251	571

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2080	1320	1700	2179	1221	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.11	0.17	0.14	0.14	0.15	0.24	0.07	0.12	0.37	0.34
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 135 Level Of Service: E

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 74 122 344 247 131 104 167 1247 67 271 1336 187  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 95 156 440 316 168 133 214 1596 86 347 1710 239  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 3 6 41 0 0 55  
 Initial Fut: 95 156 440 316 168 136 220 1637 86 347 1765 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: 95 156 440 316 168 136 220 1637 86 347 1765 239  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 95 156 440 316 168 136 220 1637 86 347 1765 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  
 Final Vol.: 95 156 440 316 168 136 220 1637 86 347 1765 239

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 2.00 1.00 1.00 1.00 2.00 1.00 2.00 1.76 0.24  
 Final Sat.: 1700 1700 3400 3400 1700 1700 1700 3400 1700 3400 2994 406

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.09 0.13 0.09 0.10 0.08 0.13 0.48 0.05 0.10 0.59 0.59  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.895  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 84 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM  
 Base Vol: 0 0 0 29 0 48 56 1732 0 24 1887 49  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 0 0 37 0 61 72 2217 0 31 2415 63  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 0 0 41 0 0 55  
 Initial Fut: 0 0 0 37 0 61 72 2258 0 31 2470 63  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 37 0 61 72 2258 0 31 2470 63  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 37 0 61 72 2258 0 31 2470 63  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 37 0 61 72 2258 0 31 2470 63

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 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 0.38 0.00 0.62 1.00 2.00 0.00 1.00 1.95 0.05  
 Final Sat.: 0 0 0 640 0 1060 1700 3400 0 1700 3316 84

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.06 0.04 0.66 0.00 0.02 0.75 0.75  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.885  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	1	0	2	0	0	0

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	522	298	348	233	715	855	227	448	855	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	668	381	445	298	915	1094	291	573	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	3	0	0	0	0
Initial Fut:	668	381	445	298	915	1094	291	576	436	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:	668	381	445	298	915	1094	291	576	436	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	668	381	445	298	915	1094	291	576	436	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 Vol.:	668	381	445	298	915	1094	291	576	436	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.27	0.73	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2164	1236	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.31	0.31	0.26	0.18	0.27	0.32	0.17	0.17	0.26	0.00	0.00	0.00
Crit Moves:	***			***			***					

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.411  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

Base Vol:	0	0	0	334	0	0	0	602	1248	0	155	79
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	428	0	0	0	771	1597	0	198	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	428	0	42	0	800	1597	0	208	101
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	428	0	0	0	800	0	0	208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	428	0	0	0	800	0	0	208	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	428	0	0	0	800	0	0	208	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.24	0.00	0.00	0.12	0.00
Crit Moves:				***			***			***		

\*\*\*\*\*



A-30NP-PM

Tue Sep 6, 2005 15:59:48

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.288  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	3	27	86	4	0	76	75	459	431	0	361	8
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	35	110	5	0	97	96	588	552	0	462	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	14	35	110	5	0	97	96	588	581	0	462	10
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:	14	35	110	5	0	97	96	588	0	0	462	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	35	110	5	0	97	96	588	0	0	462	10
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
Final Vol.:	14	35	110	5	0	97	96	588	0	0	462	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	486	1214	1700	1700	0	1700	1700	3400	1700	0	4989	111

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.06	0.00	0.00	0.06	0.06	0.17	0.00	0.00	0.09	0.09
Crit Moves:	****			****			****			****		

\*\*\*\*\*

B-30NP-NOON Tue Sep 6, 2005 16:00:03 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.843  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 63 Level Of Service: D  
\*\*\*\*\*

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

Volume Module:

Base Vol:	61	18	71	41	6	5	23	1647	18	81	1156	22
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	78	23	91	52	8	6	29	2108	23	104	1480	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	82	24	96	52	11	11	36	2150	23	114	1514	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	24	96	52	11	11	36	2150	23	114	1514	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	24	96	52	11	11	36	2150	23	114	1514	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	24	96	52	11	11	36	2150	23	114	1514	28

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3364	36	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.06	0.03	0.01	0.01	0.02	0.64	0.64	0.07	0.45	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	46	537	52	311	864	83	50	282	39	119	293	247
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	59	687	67	398	1106	106	64	361	50	152	375	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	59	692	67	398	1111	106	64	361	50	152	375	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	692	67	398	1111	106	64	361	50	152	375	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	692	67	398	1111	106	64	361	50	152	375	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	59	692	67	398	1111	106	64	361	50	152	375	316

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.20	0.04	0.23	0.33	0.06	0.04	0.11	0.03	0.09	0.11	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	299	436	0	0	712	278	0	0	0	162	736	169
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	383	558	0	0	911	356	0	0	0	207	942	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	387	563	0	0	911	361	0	0	0	207	972	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	563	0	0	911	361	0	0	0	207	972	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	563	0	0	911	361	0	0	0	207	972	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	387	563	0	0	911	361	0	0	0	207	972	216

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

## Capacity Analysis Module:

Vol/Sat:	0.23	0.17	0.00	0.00	0.18	0.21	0.00	0.00	0.00	0.12	0.19	0.13
Crit Moves:	****			****						****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
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## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	0	424	39	645	285	0	319	1209	220	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	543	50	826	365	0	408	1548	282	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	547	50	826	365	0	413	1581	286	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	547	0	826	365	0	413	1581	286	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	0	826	365	0	413	1581	286	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 Vol.:	0	547	0	826	365	0	413	1581	286	0	0	0

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.00	0.24	0.11	0.00	0.24	0.31	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*  
Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[ 15.7]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	29	0	126	0	0	0	0	260	50	162	292	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	37	0	161	0	0	0	0	333	64	207	374	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	37	0	161	0	0	0	0	335	64	207	376	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:	37	0	161	0	0	0	0	335	64	207	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	161	0	0	0	0	335	64	207	376	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	937	xxxx	335	xxxx	xxxx	xxxx	xxxx	xxxxx	399	xxxx	xxxxx
Potent Cap.:	296	xxxx	712	xxxx	xxxx	xxxx	xxxx	xxxxx	1171	xxxx	xxxxx
Move Cap.:	256	xxxx	712	xxxx	xxxx	xxxx	xxxx	xxxxx	1171	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxxx	0.18	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	534	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*  
Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[ 15.4]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	14	0	52	0	0	0	0	374	17	126	440	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	18	0	67	0	0	0	0	479	22	161	563	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	18	0	67	0	0	0	0	481	22	161	565	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:	18	0	67	0	0	0	0	481	22	161	565	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	18	0	67	0	0	0	0	481	22	161	565	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1086	xxxx	481	xxxx	xxxx	xxxx	xxxx	xxxxx	502	xxxx	xxxxx
Potent Cap.:	242	xxxx	589	xxxx	xxxx	xxxx	xxxx	xxxxx	1072	xxxx	xxxxx
Move Cap.:	214	xxxx	589	xxxx	xxxx	xxxx	xxxx	xxxxx	1072	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxxx	0.15	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	429	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	57	258	136	174	187	113	137	267	27	311	391	93
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	73	330	174	223	239	145	175	342	35	398	500	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	1	2	0	0	2	0	0	2	1	0	2	0
Initial Fut:	74	332	174	223	241	145	175	344	36	398	502	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	332	174	223	241	145	175	344	36	398	502	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	332	174	223	241	145	175	344	36	398	502	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	74	332	174	223	241	145	175	344	36	398	502	119

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.20	0.10	0.13	0.14	0.09	0.10	0.10	0.02	0.23	0.15	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
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## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[ 20.4]

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

Base Vol:	21	0	46	0	0	0	0	521	31	52	714	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	27	0	59	0	0	0	0	667	40	67	914	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	27	0	59	0	0	0	0	669	40	67	916	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:	27	0	59	0	0	0	0	669	40	67	916	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	27	0	59	0	0	0	0	669	40	67	916	0

Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5 <th>xxxx</th> <td>3.3 <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <td>2.2 <th>xxxx</th> <th>xxxx</th> </td></td>	xxxx	3.3 <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <td>2.2 <th>xxxx</th> <th>xxxx</th> </td>	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2 <th>xxxx</th> <th>xxxx</th>	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1280	xxxx	354	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	709	xxxx	xxxx
Potent Cap.:	160 <th>xxxx</th> <td>648 <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <td>900 <th>xxxx</th> <th>xxxx</th> </td></td>	xxxx	648 <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <td>900 <th>xxxx</th> <th>xxxx</th> </td>	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	900 <th>xxxx</th> <th>xxxx</th>	xxxx	xxxx
Move Cap.:	151 <th>xxxx</th> <td>648 <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <td>900 <th>xxxx</th> <th>xxxx</th> </td></td>	xxxx	648 <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <td>900 <th>xxxx</th> <th>xxxx</th> </td>	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	900 <th>xxxx</th> <th>xxxx</th>	xxxx	xxxx
Volume/Cap:	0.18 <th>xxxx</th> <td>0.09 <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <td>0.07 <th>xxxx</th> <th>xxxx</th> </td></td>	xxxx	0.09 <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <th>xxxx</th> <td>0.07 <th>xxxx</th> <th>xxxx</th> </td>	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07 <th>xxxx</th> <th>xxxx</th>	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	319	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	1.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	20.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	* <td>*</td>	*
ApproachDel:	20.4		xxxxxx			xxxxxx			xxxxxx		xxxxxx	
ApproachLOS:	C		*			*			*		*	

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

Base Vol:	42	2	21	30	4	35	22	501	40	103	631	49
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	54	3	27	38	5	45	28	641	51	132	808	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	54	3	27	38	5	45	28	643	51	132	810	63
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:	54	3	0	38	5	45	28	643	51	132	810	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	3	0	38	5	45	28	643	51	132	810	63
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 Vol.:	54	3	0	38	5	45	28	643	51	132	810	63

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.43	0.06	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	739	99	862	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.00	0.02	0.05	0.05	0.02	0.19	0.03	0.08	0.24	0.04
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: C

\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	98	316	121	288	442	125	94	502	65	189	497	271
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	125	404	155	369	566	160	120	643	83	242	636	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	125	405	157	369	568	160	120	643	83	242	636	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	405	157	369	568	160	120	643	83	242	636	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	405	157	369	568	160	120	643	83	242	636	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	125	405	157	369	568	160	120	643	83	242	636	347

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2452	948	1700	2653	747	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.17	0.22	0.21	0.21	0.07	0.19	0.05	0.14	0.19	0.20
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.941  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 119 Level Of Service: E

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

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	68	118	331	276	191	176	328	1451	152	383	929	133
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	87	151	424	353	244	225	420	1857	195	490	1189	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	87	151	424	353	244	227	423	1882	195	490	1215	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	151	424	353	244	227	423	1882	195	490	1215	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	151	424	353	244	227	423	1882	195	490	1215	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	151	424	353	244	227	423	1882	195	490	1215	170

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	2982	418

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.12	0.10	0.14	0.13	0.25	0.55	0.11	0.14	0.41	0.41
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	1	1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	0	0	0	42	0	46	67	1750	0	62	1341	53
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	54	0	59	86	2240	0	79	1716	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	54	0	59	86	2265	0	79	1742	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	54	0	59	86	2265	0	79	1742	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	59	86	2265	0	79	1742	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
Final Vol.:	0	0	0	54	0	59	86	2265	0	79	1742	68

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.48	0.00	0.52	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	0	0	811	0	889	1700	3400	0	1700	3273	127

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.67	0.00	0.05	0.53	0.53
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 1.093  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	1	0	2	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	434	322	221	35	1275	383	164	395	370	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	556	412	283	45	1632	490	210	506	474	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	556	412	283	45	1632	490	210	508	474	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:	556	412	283	45	1632	490	210	508	474	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	412	283	45	1632	490	210	508	474	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 Vol.:	556	412	283	45	1632	490	210	508	474	0	0	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.15	0.85	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1952	1448	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.28	0.28	0.17	0.03	0.48	0.14	0.12	0.15	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	184	0	0	0	437	1299	0	259	86
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	236	0	0	0	559	1663	0	332	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	236	0	20	0	582	1663	0	337	110
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	236	0	0	0	582	0	0	337	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	236	0	0	0	582	0	0	337	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	236	0	0	0	582	0	0	337	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.17	0.00	0.00	0.20	0.00
Crit Moves:				****			****			****		

\*\*\*\*\*



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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1 (PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.221  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	18	72	4	0	77	64	353	512	0	417	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	9	18	72	4	0	77	64	353	535	0	417	8
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:	9	18	72	4	0	77	64	353	0	0	417	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	18	72	4	0	77	64	353	0	0	417	8
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
Final Vol.:	9	18	72	4	0	77	64	353	0	0	417	8

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	562	1138	1700	1700	0	1700	1700	3400	1700	0	5008	92

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.02	0.04	0.00	0.00	0.05	0.04	0.10	0.00	0.00	0.08	0.08
Crit Moves:	****			****	****		****			****		

\*\*\*\*\*

B-30NP-PM Tue Sep 6, 2005 16:00:12 Page 3-1

DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: C  
\*\*\*\*\*

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

Volume Module:

Base Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	118	18	122	51	12	13	15	1673	47	93	1463	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	13	4	15	0	3	16	10	67	0	12	84	0
Initial Fut:	131	22	137	51	15	29	25	1740	47	105	1547	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	22	137	51	15	29	25	1740	47	105	1547	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	22	137	51	15	29	25	1740	47	105	1547	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	22	137	51	15	29	25	1740	47	105	1547	38

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3310	90	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.08	0.01	0.08	0.03	0.01	0.02	0.01	0.53	0.53	0.06	0.46	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 1:30-2:30 PM

Base Vol:	46	442	44	311	648	68	64	295	42	133	244	290
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	59	566	56	398	829	87	82	378	54	170	312	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	59	576	56	398	839	87	82	378	54	170	312	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	576	56	398	839	87	82	378	54	170	312	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	576	56	398	839	87	82	378	54	170	312	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	59	576	56	398	839	87	82	378	54	170	312	371

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.03	0.23	0.25	0.05	0.05	0.11	0.03	0.10	0.09	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	294	423	0	0	746	221	0	0	0	175	688	149
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	376	541	0	0	955	283	0	0	0	224	881	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	8	10	0	0	0	10	0	0	0	0	65	0
Initial Fut:	384	551	0	0	955	293	0	0	0	224	946	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	551	0	0	955	293	0	0	0	224	946	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	551	0	0	955	293	0	0	0	224	946	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	384	551	0	0	955	293	0	0	0	224	946	191

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.23	0.16	0.00	0.00	0.19	0.17	0.00	0.00	0.00	0.13	0.19	0.11
Crit Moves:	****			****						****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: C

\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM

Base Vol:	0	519	57	502	229	0	231	1079	199	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	664	73	643	293	0	296	1381	255	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	8	0	0	0	0	0	10	55	8	0	0
Initial Fut:	0	672	73	643	293	0	306	1436	263	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	672	0	643	293	0	306	1436	263	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	672	0	643	293	0	306	1436	263	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 Vol.:	0	672	0	643	293	0	306	1436	263	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.19	0.09	0.00	0.18	0.28	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[ 17.9]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	29	0	156	0	0	0	0	275	35	187	327	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	37	0	200	0	0	0	0	352	45	239	419	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	37	0	200	0	0	0	0	356	45	239	423	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:	37	0	200	0	0	0	0	356	45	239	423	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	200	0	0	0	0	356	45	239	423	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1046	xxxx	356	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	401	xxxx	xxxx
Potent Cap.:	255	xxxx	693	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1169	xxxx	xxxx
Move Cap.:	215	xxxx	693	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1169	xxxx	xxxx
Volume/Cap:	0.17	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	514	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.9		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	C		*			*			*			*

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[ 17.9]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	23	0	62	0	0	0	0	397	39	110	491	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	29	0	79	0	0	0	0	508	50	141	628	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	29	0	79	0	0	0	0	512	50	141	632	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:	29	0	79	0	0	0	0	512	50	141	632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	79	0	0	0	0	512	50	141	632	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1110	xxxx	512	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	562	xxxx	xxxx
Potent Cap.:	234	xxxx	566	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1019	xxxx	xxxx
Move Cap.:	209	xxxx	566	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1019	xxxx	xxxx
Volume/Cap:	0.14	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	387	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.9		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	C		*			*			*			*

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	72	268	172	185	163	111	136	279	33	331	377	95		
South Bound	128	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
East Bound	92	343	220	237	209	142	174	357	42	424	483	122		
West Bound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	2	4	0	0	4	0	0	4	2	0	4	0		
Initial Fut:	94	347	220	237	213	142	174	361	44	424	487	122		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	347	220	237	213	142	174	361	44	424	487	122		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	94	347	220	237	213	142	174	361	44	424	487	122		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	347	220	237	213	142	174	361	44	424	487	122		

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400

Capacity Analysis Module:

Vol/Sat:	0.06	0.20	0.13	0.14	0.13	0.08	0.10	0.11	0.03	0.25	0.14	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[ 31.4]

\*\*\*\*\*

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol.:
North Bound	32	0	72	0	0	0	0	0	0	591	43
South Bound	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
East Bound	41	0	92	0	0	0	0	0	0	756	55
West Bound	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	0	0	4	0
Initial Fut:	41	0	92	0	0	0	0	0	0	760	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	92	0	0	0	0	0	0	760	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	41	0	92	0	0	0	0	0	0	760	55

Critical Gap Module:

Critical Gap:	6.8	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5 <td>xxxx</td> <td>3.3 <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>2.2 <td>xxxx</td> <td>xxxx</td> </td></td>	xxxx	3.3 <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>2.2 <td>xxxx</td> <td>xxxx</td> </td>	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2 <td>xxxx</td> <td>xxxx</td>	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1426	xxxx	408	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	816	xxxx	xxxx
Potent Cap.:	129 <td>xxxx</td> <td>598 <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>821 <td>xxxx</td> <td>xxxx</td> </td></td>	xxxx	598 <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>821 <td>xxxx</td> <td>xxxx</td> </td>	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	821 <td>xxxx</td> <td>xxxx</td>	xxxx	xxxx
Move Cap.:	118 <td>xxxx</td> <td>598 <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>821 <td>xxxx</td> <td>xxxx</td> </td></td>	xxxx	598 <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>821 <td>xxxx</td> <td>xxxx</td> </td>	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	821 <td>xxxx</td> <td>xxxx</td>	xxxx	xxxx
Volume/Cap:	0.35 <td>xxxx</td> <td>0.15 <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>0.11 <td>xxxx</td> <td>xxxx</td> </td></td>	xxxx	0.15 <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>xxxx</td> <td>0.11 <td>xxxx</td> <td>xxxx</td> </td>	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11 <td>xxxx</td> <td>xxxx</td>	xxxx	xxxx

Level Of Service Module:

Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	9.9	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	266	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	2.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	31.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	31.4		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
ApproachLOS:	D		*	*	*	*	*	*	*	*	*	*	*	*

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:

Base Vol:	49	12	17	35	4	83	28	581	53	117	649	91
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	63	15	22	45	5	106	36	744	68	150	831	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	63	15	22	45	5	106	36	748	68	150	835	116
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:	63	15	0	45	5	106	36	748	68	150	835	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	15	0	45	5	106	36	748	68	150	835	116
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 Vol.:	63	15	0	45	5	106	36	748	68	150	835	116

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.29	0.03	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	488	56	1157	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.00	0.03	0.09	0.09	0.02	0.22	0.04	0.09	0.25	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	82	239	86	248	457	136	83	600	61	185	571	177
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	105	306	110	317	585	174	106	768	78	237	731	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	306	110	317	585	174	106	768	78	237	731	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	306	110	317	585	174	106	768	78	237	731	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	306	110	317	585	174	106	768	78	237	731	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	105	306	110	317	585	174	106	768	78	237	731	227

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2500	900	1700	2620	780	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.12	0.12	0.19	0.22	0.22	0.06	0.23	0.05	0.14	0.21	0.13
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
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Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 71 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:00-3:00 PM

Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	70
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	114	159	396	283	223	156	252	1569	193	493	1006	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	114	159	396	283	223	159	258	1610	193	493	1061	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	159	396	283	223	159	258	1610	193	493	1061	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	159	396	283	223	159	258	1610	193	493	1061	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	114	159	396	283	223	159	258	1610	193	493	1061	90

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	3135	265

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.12	0.08	0.13	0.09	0.15	0.47	0.11	0.14	0.34	0.34
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 62 Level Of Service: D  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	1	0	1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	58	0	58	79	2223	0	95	1812	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	58	0	58	79	2264	0	95	1867	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:	0	0	0	58	0	58	79	2264	0	95	1867	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	58	79	2264	0	95	1867	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
Final Vol.:	0	0	0	58	0	58	79	2264	0	95	1867	46

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3318	82

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.67	0.00	0.06	0.56	0.56
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	1.066
Loss Time (sec):	5 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Split Phase			Split Phase			
Rights:	Include			Ovl			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	1	0	0	1	0	2	0	2	1	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 1:45-2:45 PM

Base Vol:	440	234	201	66	1256	535	182	444	384	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	563	300	257	84	1608	685	233	568	492	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	3	0	0	0	0
Initial Fut:	563	300	257	84	1608	685	233	571	492	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:	563	300	257	84	1608	685	233	571	492	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	300	257	84	1608	685	233	571	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
Final Vol.:	563	300	257	84	1608	685	233	571	492	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.31	0.69	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2220	1180	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.25	0.25	0.15	0.05	0.47	0.20	0.14	0.17	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap. (X):	0.357
Loss Time (sec):	5 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	208	0	0	0	585	917	0	211	76
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	266	0	0	0	749	1174	0	270	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	266	0	42	0	778	1174	0	280	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	266	0	0	0	778	0	0	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	0	0	0	778	0	0	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	266	0	0	0	778	0	0	280	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.23	0.00	0.00	0.16	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	11	13	55	4	0	53	76	291	447	0	343	9
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	14	17	70	5	0	68	97	372	572	0	439	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	24	17	70	5	0	68	97	372	601	0	439	12
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:	24	17	70	5	0	68	97	372	0	0	439	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	17	70	5	0	68	97	372	0	0	439	12
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
Final Vol.:	24	17	70	5	0	68	97	372	0	0	439	12

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1005	695	1700	1700	0	1700	1700	3400	1700	0	4970	130

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.04	0.00	0.00	0.04	0.06	0.11	0.00	0.00	0.09	0.09
Crit Moves:	****					****	****			****		

\*\*\*\*\*

**Forecast Buildout Year  
2030 With Commercial Core Project Conditions**

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM

Base Vol:	79	78	0	0	391	258	0	0	0	89	1190	128
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	101	100	0	0	500	330	0	0	0	114	1523	164
Added Vol:	9	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	114	114	0	0	510	335	0	0	0	114	1553	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	114	0	0	510	335	0	0	0	114	1553	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	114	0	0	510	335	0	0	0	114	1553	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	114	0	0	510	335	0	0	0	114	1553	164

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

## Capacity Analysis Module:

Vol/Sat:	0.07	0.03	0.00	0.00	0.10	0.20	0.00	0.00	0.00	0.07	0.30	0.10
Crit Moves:	****			****						****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 Level Of Service: A

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

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM

Base Vol:	0	110	30	368	121	0	92	687	75	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	141	38	471	155	0	118	879	96	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	10	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	164	38	471	165	0	123	912	110	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	164	0	471	165	0	123	912	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	164	0	471	165	0	123	912	110	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 Vol.:	0	164	0	471	165	0	123	912	110	0	0	0

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.00	0.14	0.05	0.00	0.07	0.18	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

A-30+COM-AM Fri Nov 18, 2005 11:36:01 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	12	16	33	4	3	5	787	10	35	1291	26
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	45	15	20	42	5	4	6	1007	13	45	1652	33
Added Vol:	0	0	0	0	0	0	0	10	0	0	9	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	49	16	25	42	8	9	13	1059	13	55	1695	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	16	25	42	8	9	13	1059	13	55	1695	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	16	25	42	8	9	13	1059	13	55	1695	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	16	25	42	8	9	13	1059	13	55	1695	33

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3359	41	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.01	0.02	0.00	0.01	0.01	0.32	0.32	0.03	0.50	0.02
Crit Moves:	****					****	****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	27	227	58	253	492	89	58	312	31	103	279	235
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	35	291	74	324	630	114	74	399	40	132	357	301
Added Vol:	0	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	35	305	74	324	645	114	74	399	40	132	357	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:	35	305	74	324	645	114	74	399	40	132	357	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	305	74	324	645	114	74	399	40	132	357	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
Final Vol.:	35	305	74	324	645	114	74	399	40	132	357	301

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.04	0.19	0.19	0.07	0.04	0.12	0.02	0.08	0.11	0.18
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[ 10.8]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	17	0	75	0	0	0	0	158	24	89	154	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	22	0	96	0	0	0	0	202	31	114	197	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	22	0	96	0	0	0	0	204	31	114	199	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:	22	0	96	0	0	0	0	204	31	114	199	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	0	96	0	0	0	0	204	31	114	199	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	532	xxxx	204	xxxx	xxxx	xxxx	xxxx	xxxx	235	xxxx	xxxx
Potent Cap.:	512	xxxx	841	xxxx	xxxx	xxxx	xxxx	xxxx	1344	xxxx	xxxx
Move Cap.:	479	xxxx	841	xxxx	xxxx	xxxx	xxxx	xxxx	1344	xxxx	xxxx
Volume/Cap:	0.05	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	738	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	0.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.8		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[ 10.3]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	4	0	25	0	0	0	0	201	19	53	245	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	5	0	32	0	0	0	0	257	24	68	314	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	5	0	32	0	0	0	0	259	24	68	316	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:	5	0	32	0	0	0	0	259	24	68	316	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	0	32	0	0	0	0	259	24	68	316	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	553	xxxx	259	xxxx	xxxx	xxxx	xxxx	xxxx	284	xxxx	xxxx
Potent Cap.:	498	xxxx	784	xxxx	xxxx	xxxx	xxxx	xxxx	1290	xxxx	xxxx
Move Cap.:	478	xxxx	784	xxxx	xxxx	xxxx	xxxx	xxxx	1290	xxxx	xxxx
Volume/Cap:	0.01	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	720	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	0.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.3		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 19 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 8:00-9:00 AM  
 Base Vol: 30 39 40 45 82 89 58 162 9 105 180 89  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 38 50 51 58 105 114 74 207 12 134 230 114  
 Added Vol: 0 14 130 3 17 0 0 0 0 150 0 5  
 HEADLANDS: 1 2 0 0 2 0 0 2 1 0 2 0  
 Initial Fut: 39 66 181 61 124 114 74 209 13 284 232 119  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 66 181 61 124 114 74 209 13 284 232 119  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 39 66 181 61 124 114 74 209 13 284 232 119  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 39 66 181 61 124 114 74 209 13 284 232 119

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1700 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.04 0.11 0.04 0.07 0.04 0.06 0.01 0.17 0.07 0.07  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[ 13.1]  
 \*\*\*\*\*

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	1	0	0	0	1	1	0	1	0	2

Volume Module:  
 Base Vol: 17 0 24 0 0 0 0 0 218 30 23 331 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 22 0 31 0 0 0 0 0 279 38 29 424 0  
 Added Vol: 5 0 41 0 0 0 0 0 130 3 29 150 0  
 HEADLANDS: 0 0 0 0 0 0 0 0 2 0 0 2 0  
 Initial Fut: 27 0 72 0 0 0 0 0 411 41 58 576 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: 27 0 72 0 0 0 0 0 411 41 58 576 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 27 0 72 0 0 0 0 0 411 41 58 576 0

Critical Gap Module:  
 Critical Gp: 6.8 xxx 6.9 xxxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx 4.1 xxx xxxxxx  
 FollowUpTIm: 3.5 xxx 3.3 xxxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx 2.2 xxx xxxxxx

Capacity Module:  
 Cnflct Vol: 836 xxx 226 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 452 xxx xxxxxx  
 Potent Cap.: 310 xxx 783 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1119 xxx xxxxxx  
 Move Cap.: 297 xxx 783 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1119 xxx xxxxxx  
 Volume/Cap: 0.09 xxx 0.09 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.05 xxx xxxxxx

Level Of Service Module:  
 Queue: xxxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.2 xxx xxxxxx  
 Stopped Del: xxxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 8.4 xxx xxxxxx  
 LOS by Move: \* \* \* \* \* \* \* \* \* \* A \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxx 542 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 SharedQueue: xxxxxx 0.7 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shrd StpDel: xxxxxx 13.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shared LOS: \* B \* \* \* \* \* \* \* \* \* \*  
 ApproachDel: 13.1 xxxxxx xxxxxx xxxxxx  
 ApproachLOS: B \* \* \*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.246  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

Base Vol:	1	0	19	9	0	10	7	233	4	30	347	12
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	1	0	24	12	0	13	9	298	5	38	444	15
Added Vol:	0	0	0	0	0	0	0	170	0	0	179	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	1	0	24	12	0	13	9	470	5	38	625	15
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:	1	0	0	12	0	13	9	470	5	38	625	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	12	0	13	9	470	5	38	625	15
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 Vol.:	1	0	0	12	0	13	9	470	5	38	625	15

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.47	0.00	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	805	0	895	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.14	0.00	0.02	0.18	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 61 Level Of Service: D

\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	82	187	119	391	321	97	206	841	76	71	495	157
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	105	239	152	500	411	124	264	1076	97	91	634	201
Added Vol:	0	9	18	0	10	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	105	249	172	500	423	124	264	1076	97	91	634	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	249	172	500	423	124	264	1076	97	91	634	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	249	172	500	423	124	264	1076	97	91	634	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	105	249	172	500	423	124	264	1076	97	91	634	201

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2011	1389	1700	2628	772	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.12	0.12	0.29	0.16	0.16	0.16	0.32	0.06	0.05	0.19	0.12
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 63 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 38 63 174 207 67 121 100 947 68 290 1342 161  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 49 81 223 265 86 155 128 1212 87 371 1718 206  
 Added Vol: 0 28 142 0 10 0 0 0 0 169 0 0  
 HEADLANDS: 0 0 0 0 0 2 3 25 0 0 26 0  
 Initial Fut: 49 109 365 265 96 157 131 1237 87 540 1744 206  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 49 109 365 265 96 157 131 1237 87 540 1744 206  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 49 109 365 265 96 157 131 1237 87 540 1744 206  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 49 109 365 265 96 157 131 1237 87 540 1744 206

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 2.00 1.00 1.00 1.00 2.00 1.00 2.00 1.79 0.21  
 Final Sat.: 1700 1700 3400 3400 1700 1700 1700 3400 1700 3400 3041 359

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.06 0.11 0.08 0.06 0.09 0.08 0.36 0.05 0.16 0.57 0.57  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 57 Level Of Service: D  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	2	0	1	1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 0 0 0 16 0 16 24 1487 0 34 1744 38  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 0 0 20 0 20 31 1903 0 44 2232 49  
 Added Vol: 0 0 0 0 0 0 0 0 142 0 0 169  
 HEADLANDS: 0 0 0 0 0 0 0 0 25 0 0 26  
 Initial Fut: 0 0 0 20 0 20 31 2070 0 44 2427 49  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 20 0 20 31 2070 0 44 2427 49  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 20 31 2070 0 44 2427 49  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 0 0 0 20 0 20 31 2070 0 44 2427 49

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 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 0.50 0.00 0.50 1.00 2.00 0.00 1.00 1.96 0.04  
 Final Sat.: 0 0 0 850 0 850 1700 3400 0 1700 3333 67

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.02 0.61 0.00 0.03 0.73 0.73  
 Crit Moves: \*\*\*\*



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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 1	1 0 2 0 2	1 0 2 0 1	0 0 0 0 0

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 380 390 258 53 341 419 232 695 237 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 486 499 330 68 436 536 297 890 303 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 18 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 0 2 0 0 0 0  
 Initial Fut: 486 499 330 68 436 536 297 910 303 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: 486 499 330 68 436 536 297 910 303 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 486 499 330 68 436 536 297 910 303 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 Vol.: 486 499 330 68 436 536 297 910 303 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 2.00 2.00 1.00 2.00 1.00 0.00 0.00 0.00  
 Final Sat.: 1700 1700 1700 1700 3400 3400 1700 3400 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.29 0.29 0.19 0.04 0.13 0.16 0.17 0.27 0.18 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.324  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 0 0 0 127 0 0 0 501 948 0 189 89  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 0 0 163 0 0 0 641 1213 0 242 114  
 Added Vol: 0 0 0 0 0 129 0 104 0 0 30 0  
 HEADLANDS: 0 0 0 0 0 20 0 23 0 0 5 0  
 Initial Fut: 0 0 0 163 0 149 0 768 1213 0 277 114  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 163 0 0 0 768 0 0 277 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 163 0 0 0 768 0 0 277 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 163 0 0 0 768 0 0 277 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.00 0.00 0.23 0.00 0.00 0.16 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.332  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11				
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28				
Initial Bse:	20	9	44	46	0	120	36	279	522	0	787	14				
Added Vol:	30	0	0	0	0	0	0	0	104	0	0	0				
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0				
Initial Fut:	55	9	44	46	0	120	36	279	649	0	787	14				
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:	55	9	44	46	0	120	36	279	0	0	787	14				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	55	9	44	46	0	120	36	279	0	0	787	14				
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				
Final Vol.:	55	9	44	46	0	120	36	279	0	0	787	14				

Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.86	0.14	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05				
Final Sat.:	1464	236	1700	1700	0	1700	1700	3400	1700	0	5010	90				

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.03	0.04	0.03	0.03	0.00	0.07	0.02	0.08	0.00	0.00	0.16	0.16				
Crit Moves:	****				****	****			****							

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 34 Level Of Service: B

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

Volume Module:

Base Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	45	36	91	36	12	5	27	1504	18	97	1626	55
Added Vol:	0	0	0	0	0	0	0	14	0	0	11	0
HEADLANDS:	13	4	5	0	3	16	10	67	0	12	84	0
Initial Fut:	58	40	96	36	15	21	37	1585	18	109	1721	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	40	96	36	15	21	37	1585	18	109	1721	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	40	96	36	15	21	37	1585	18	109	1721	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	40	96	36	15	21	37	1585	18	109	1721	55

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3362	38	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.06	0.02	0.01	0.01	0.02	0.47	0.47	0.06	0.51	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: C

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

Volume Module: >> Count Date: 12 Mar 2003 << 5:00-6:00 PM

Base Vol:	36	446	86	240	467	97	93	392	76	128	380	363
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	46	571	110	307	598	124	119	502	97	164	486	465
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	46	592	110	307	622	124	119	502	97	164	486	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	592	110	307	622	124	119	502	97	164	486	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	592	110	307	622	124	119	502	97	164	486	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	46	592	110	307	622	124	119	502	97	164	486	465

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.06	0.18	0.18	0.07	0.07	0.15	0.06	0.10	0.14	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	1	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 261 1091 194  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 298 428 0 0 527 270 0 0 334 1396 248  
 Added Vol: 11 11 0 0 14 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 65 0  
 Initial Fut: 317 449 0 0 541 280 0 0 334 1461 248  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 317 449 0 0 541 280 0 0 334 1461 248  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 317 449 0 0 541 280 0 0 334 1461 248  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 317 449 0 0 541 280 0 0 334 1461 248

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

## Capacity Analysis Module:

Vol/Sat: 0.19 0.13 0.00 0.00 0.11 0.16 0.00 0.00 0.00 0.20 0.29 0.15  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: B

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

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 623 40 580 241 0 163 1216 110 0 0 0  
 Added Vol: 0 21 0 0 14 0 0 0 14 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 652 40 580 255 0 173 1271 132 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: 0 652 0 580 255 0 173 1271 132 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 652 0 580 255 0 173 1271 132 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 Vol.: 0 652 0 580 255 0 173 1271 132 0 0 0

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

## Capacity Analysis Module:

Vol/Sat: 0.00 0.19 0.00 0.17 0.07 0.00 0.10 0.25 0.08 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[ 12.2]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	37	0	164	0	0	0	0	126	39	118	128	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	47	0	210	0	0	0	0	161	50	151	164	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	47	0	210	0	0	0	0	165	50	151	168	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:	47	0	210	0	0	0	0	165	50	151	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	47	0	210	0	0	0	0	165	50	151	168	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	551	xxxx	165	xxxx	xxxx	215	xxxx	xxxx
Potent Cap.:	499	xxxx	884	xxxx	xxxx	1367	xxxx	xxxx
Move Cap.:	456	xxxx	884	xxxx	xxxx	1367	xxxx	xxxx
Volume/Cap:	0.10	xxxx	0.24	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	754	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	1.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*
ApproachDel:	12.2		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:	B		*		*		*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[ 12.8]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	15	0	25	0	0	0	0	288	23	78	244	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	19	0	32	0	0	0	0	369	29	100	312	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	19	0	32	0	0	0	0	373	29	100	316	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:	19	0	32	0	0	0	0	373	29	100	316	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	0	32	0	0	0	0	373	29	100	316	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	730	xxxx	373	xxxx	xxxx	402	xxxx	xxxx
Potent Cap.:	392	xxxx	678	xxxx	xxxx	1168	xxxx	xxxx
Move Cap.:	366	xxxx	678	xxxx	xxxx	1168	xxxx	xxxx
Volume/Cap:	0.05	xxxx	0.05	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	514	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	0.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*
ApproachDel:	12.8		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:	B		*		*		*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:00-5:00 PM

Base Vol:	19	86	126	179	75	94	116	162	14	114	212	83
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	24	110	161	229	96	120	148	207	18	146	271	106
Added Vol:	0	12	111	11	17	0	0	0	0	157	0	9
HEADLANDS:	2	4	0	0	4	0	0	4	2	0	4	0
Initial Fut:	26	126	272	240	117	120	148	211	20	303	275	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	126	272	240	117	120	148	211	20	303	275	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	126	272	240	117	120	148	211	20	303	275	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	126	272	240	117	120	148	211	20	303	275	115

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.16	0.14	0.07	0.07	0.09	0.06	0.01	0.18	0.08	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: D[ 29.7]

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	0	1	1	0	2

Volume Module:

Base Vol:	26	0	71	0	0	0	0	436	39	43	400	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	33	0	91	0	0	0	0	558	50	55	512	0
Added Vol:	9	0	80	0	0	0	0	111	11	98	157	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	42	0	171	0	0	0	0	673	61	153	673	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:	42	0	171	0	0	0	0	673	61	153	673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	42	0	171	0	0	0	0	673	61	153	673	0

## Critical Gap Module:

Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

## Capacity Module:

Cnflct Vol:	1346	xxxx	367	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	734	xxxx	xxxxx
Potent Cap.:	145	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	880	xxxx	xxxxx
Move Cap.:	126	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	880	xxxx	xxxxx
Volume/Cap:	0.34	xxxx	0.27	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.17	xxxx	xxxxx

## Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	352	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	29.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	29.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	19	1	18	34	0	12	8	451	20	53	425	32
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	24	1	23	44	0	15	10	577	26	68	544	41
Added Vol:	0	0	0	0	0	0	0	191	0	0	255	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	24	1	23	44	0	15	10	772	26	68	803	41
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:	24	1	0	44	0	15	10	772	26	68	803	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1	0	44	0	15	10	772	26	68	803	41
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 Vol.:	24	1	0	44	0	15	10	772	26	68	803	41

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1257	0	443	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.00	0.03	0.00	0.03	0.01	0.23	0.02	0.04	0.24	0.02
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 68 Level Of Service: D  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	158	181	114	230	235	133	194	650	98	159	977	446
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	202	232	146	294	301	170	248	832	125	204	1251	571
Added Vol:	0	11	21	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	3	3	0	3	0	0	0	0	0	0	0
Initial Fut:	202	246	170	294	318	170	248	832	125	204	1251	571
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	246	170	294	318	170	248	832	125	204	1251	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	246	170	294	318	170	248	832	125	204	1251	571
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	202	246	170	294	318	170	248	832	125	204	1251	571

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2010	1390	1700	2214	1186	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.12	0.17	0.14	0.14	0.15	0.24	0.07	0.12	0.37	0.34
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.972  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 166 Level Of Service: E

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 74 122 344 247 131 104 167 1247 67 271 1336 187  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 95 156 440 316 168 133 214 1596 86 347 1710 239  
 Added Vol: 0 31 160 0 14 0 0 0 0 241 0 0  
 HEADLANDS: 0 0 0 0 0 0 3 6 41 0 0 55  
 Initial Fut: 95 187 600 316 182 136 220 1637 86 588 1765 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: 95 187 600 316 182 136 220 1637 86 588 1765 239  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 95 187 600 316 182 136 220 1637 86 588 1765 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  
 Final Vol.: 95 187 600 316 182 136 220 1637 86 588 1765 239

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 2.00 1.00 1.00 1.00 2.00 1.00 2.00 1.76 0.24  
 Final Sat.: 1700 1700 3400 3400 1700 1700 1700 3400 1700 3400 2994 406

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.11 0.18 0.09 0.11 0.08 0.13 0.48 0.05 0.17 0.59 0.59  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 155 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	1	1

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM  
 Base Vol: 0 0 0 29 0 48 56 1732 0 24 1887 49  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 0 0 37 0 61 72 2217 0 31 2415 63  
 Added Vol: 0 0 0 0 0 0 0 0 160 0 0 241  
 HEADLANDS: 0 0 0 0 0 0 0 0 41 0 0 55  
 Initial Fut: 0 0 0 37 0 61 72 2418 0 31 2711 63  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 37 0 61 72 2418 0 31 2711 63  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 37 0 61 72 2418 0 31 2711 63  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 37 0 61 72 2418 0 31 2711 63

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 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 0.38 0.00 0.62 1.00 2.00 0.00 1.00 1.95 0.05  
 Final Sat.: 0 0 0 640 0 1060 1700 3400 0 1700 3323 77

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.06 0.04 0.71 0.00 0.02 0.82 0.82  
 Crit Moves: \*\*\*\*



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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.885  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	1	1	0	2	0	0	0

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	522	298	348	233	715	855	227	448	341	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	668	381	445	298	915	1094	291	597	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	21	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	3	0	0	0	0
Initial Fut:	668	381	445	298	915	1094	291	597	436	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:	668	381	445	298	915	1094	291	597	436	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	668	381	445	298	915	1094	291	597	436	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 Vol.:	668	381	445	298	915	1094	291	597	436	0	0	0

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.27	0.73	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2164	1236	1700	1700	3400	3400	1700	3400	1700	0	0	0

## Capacity Analysis Module:

Vol/Sat: 0.31 0.31 0.26 0.18 0.27 0.32 0.17 0.18 0.26 0.00 0.00 0.00  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.445  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

Base Vol:	0	0	0	334	0	0	0	602	1248	0	155	79
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	428	0	0	0	771	1597	0	198	101
Added Vol:	0	0	0	0	0	184	0	117	0	0	42	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	428	0	226	0	917	1597	0	250	101
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	428	0	0	0	917	0	0	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	428	0	0	0	917	0	0	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	428	0	0	0	917	0	0	250	0

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

## Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.00 0.00 0.27 0.00 0.00 0.15 0.00  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.313  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	27	86	4	0	76	75	459	431	0	361	8
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	35	110	5	0	97	96	588	552	0	462	10
Added Vol:	42	0	0	0	0	0	0	0	117	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	56	35	110	5	0	97	96	588	698	0	462	10
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:	56	35	110	5	0	97	96	588	0	0	462	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	35	110	5	0	97	96	588	0	0	462	10
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
Final Vol.:	56	35	110	5	0	97	96	588	0	0	462	10

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1050	650	1700	1700	0	1700	1700	3400	1700	0	4989	111

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.05	0.06	0.00	0.00	0.06	0.06	0.17	0.00	0.00	0.09	0.09
Crit Moves:	****			****		****			****			

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 64 Level Of Service: D

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

Volume Module:

Base Vol:	61	18	71	41	6	5	23	1647	18	81	1156	22
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	78	23	91	52	8	6	29	2108	23	104	1480	28
Added Vol:	0	0	0	0	0	0	0	10	0	0	9	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	82	24	96	52	11	11	36	2160	23	114	1523	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	24	96	52	11	11	36	2160	23	114	1523	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	24	96	52	11	11	36	2160	23	114	1523	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	24	96	52	11	11	36	2160	23	114	1523	28

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3364	36	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.06	0.03	0.01	0.01	0.02	0.64	0.64	0.07	0.45	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	46	537	52	311	864	83	50	282	39	119	293	247
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	59	687	67	398	1106	106	64	361	50	152	375	316
Added Vol:	0	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	59	701	67	398	1121	106	64	361	50	152	375	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	701	67	398	1121	106	64	361	50	152	375	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	701	67	398	1121	106	64	361	50	152	375	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	59	701	67	398	1121	106	64	361	50	152	375	316

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.03	0.21	0.04	0.23	0.33	0.06	0.04	0.11	0.03	0.09	0.11	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal cycle: 36 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM  
 Base Vol: 299 436 0 0 712 278 0 0 0 162 736 169  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 383 558 0 0 911 356 0 0 0 207 942 216  
 Added Vol: 9 9 0 0 10 0 0 0 0 0 0 0  
 HEADLANDS: 4 5 0 0 0 5 0 0 0 0 30 0  
 Initial Fut: 396 572 0 0 921 361 0 0 0 207 972 216  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 396 572 0 0 921 361 0 0 0 207 972 216  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 396 572 0 0 921 361 0 0 0 207 972 216  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 396 572 0 0 921 361 0 0 0 207 972 216

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.17 0.00 0.00 0.18 0.21 0.00 0.00 0.00 0.12 0.19 0.13  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM  
 Base Vol: 0 424 39 645 285 0 319 1209 220 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 543 50 826 365 0 408 1548 282 0 0 0  
 Added Vol: 0 19 0 0 10 0 0 0 10 0 0 0  
 HEADLANDS: 0 4 0 0 0 0 5 33 4 0 0 0  
 Initial Fut: 0 566 50 826 375 0 413 1581 296 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: 0 566 0 826 375 0 413 1581 296 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 566 0 826 375 0 413 1581 296 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 Vol.: 0 566 0 826 375 0 413 1581 296 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.17 0.00 0.24 0.11 0.00 0.24 0.31 0.17 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[ 15.7]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	29	0	126	0	0	0	0	260	50	162	292	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	37	0	161	0	0	0	0	333	64	207	374	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	37	0	161	0	0	0	0	335	64	207	376	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:	37	0	161	0	0	0	0	335	64	207	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	161	0	0	0	0	335	64	207	376	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	937	xxxx	335	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	399	xxxx	xxxxx
Potent Cap.:	296	xxxx	712	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1171	xxxx	xxxxx
Move Cap.:	256	xxxx	712	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1171	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	0.23	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.18	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	534	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	15.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.7		xxxxxx	xxxxxx		xxxxxx	xxxxxx		xxxxxx			
ApproachLOS:	C		*	*		*	*		*	*		*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[ 15.4]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	14	0	52	0	0	0	0	374	17	126	440	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	18	0	67	0	0	0	0	479	22	161	563	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	18	0	67	0	0	0	0	481	22	161	565	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:	18	0	67	0	0	0	0	481	22	161	565	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	18	0	67	0	0	0	0	481	22	161	565	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1086	xxxx	481	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	502	xxxx	xxxxx
Potent Cap.:	242	xxxx	589	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1072	xxxx	xxxxx
Move Cap.:	214	xxxx	589	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1072	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.11	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.15	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.5	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	429	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	15.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.4		xxxxxx	xxxxxx		xxxxxx	xxxxxx		xxxxxx			
ApproachLOS:	C		*	*		*	*		*	*		*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
 Base Vol: 57 258 136 174 187 113 137 267 27 311 391 93  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 73 330 174 223 239 145 175 342 35 398 500 119  
 Added Vol: 0 14 130 3 17 0 0 0 0 150 0 5  
 HEADLANDS: 1 2 0 0 2 0 0 2 1 0 2 0  
 Initial Fut: 74 346 304 226 258 145 175 344 36 548 502 124  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 74 346 304 226 258 145 175 344 36 548 502 124  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 74 346 304 226 258 145 175 344 36 548 502 124  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 74 346 304 226 258 145 175 344 36 548 502 124

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1700 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.20 0.18 0.13 0.15 0.09 0.10 0.10 0.02 0.32 0.15 0.07  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[ 31.2]

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 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module:  
 Base Vol: 21 0 46 0 0 0 0 521 31 52 714 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 27 0 59 0 0 0 0 667 40 67 914 0  
 Added Vol: 5 0 41 0 0 0 0 130 3 29 150 0  
 HEADLANDS: 0 0 0 0 0 0 0 2 0 0 2 0  
 Initial Fut: 32 0 100 0 0 0 0 799 43 96 1066 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: 32 0 100 0 0 0 0 799 43 96 1066 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 32 0 100 0 0 0 0 799 43 96 1066 0

Critical Gap Module:  
 Critical Gap: 6.8 xxx 6.9 xxx xxx xxx xxx xxx xxx 4.1 xxx xxx  
 FollowUpTim: 3.5 xxx 3.3 xxx xxx xxx xxx xxx xxx 2.2 xxx xxx

Capacity Module:  
 Cnflct Vol: 1544 xxx 421 xxx xxx xxx xxx xxx xxx 842 xxx xxx  
 Potent Cap.: 107 xxx 587 xxx xxx xxx xxx xxx xxx 803 xxx xxx  
 Move Cap.: 98 xxx 587 xxx xxx xxx xxx xxx xxx 803 xxx xxx  
 Volume/Cap: 0.33 xxx 0.17 xxx xxx xxx xxx xxx xxx 0.12 xxx xxx

Level Of Service Module:  
 Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx 0.4 xxx xxx  
 Stopped Del: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx 10.1 xxx xxx  
 LOS by Move: \* \* \* \* \* \* \* \* \* \* B \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxx 265 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared Queue: xxx 2.6 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shrd StpDel: xxx 31.2 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared LOS: \* D \* \* \* \* \* \* \* \* \* \*  
 ApproachDel: 31.2 xxx xxx xxx xxx xxx xxx  
 ApproachLOS: D \* \* \* \*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	42	2	21	30	4	35	22	501	40	103	631	49
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	54	3	27	38	5	45	28	641	51	132	808	63
Added Vol:	0	0	0	0	0	0	0	170	0	0	179	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	54	3	27	38	5	45	28	813	51	132	989	63
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:	54	3	0	38	5	45	28	813	51	132	989	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	3	0	38	5	45	28	813	51	132	989	63
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 Vol.:	54	3	0	38	5	45	28	813	51	132	989	63

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.43	0.06	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	739	99	862	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.00	0.02	0.05	0.05	0.02	0.24	0.03	0.08	0.29	0.04
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	98	316	121	288	442	125	94	502	65	189	497	271
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	125	404	155	369	566	160	120	643	83	242	636	347
Added Vol:	0	9	18	0	10	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	125	414	175	369	578	160	120	643	83	242	636	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	414	175	369	578	160	120	643	83	242	636	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	414	175	369	578	160	120	643	83	242	636	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	125	414	175	369	578	160	120	643	83	242	636	347

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2391	1009	1700	2663	737	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.17	0.22	0.22	0.22	0.07	0.19	0.05	0.14	0.19	0.20
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 1.007  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: F

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

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	68	118	331	276	191	176	328	1451	152	383	929	133
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	87	151	424	353	244	225	420	1857	195	490	1189	170
Added Vol:	0	28	142	0	10	0	0	0	0	169	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	87	179	566	353	254	227	423	1882	195	659	1215	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	179	566	353	254	227	423	1882	195	659	1215	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	179	566	353	254	227	423	1882	195	659	1215	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	179	566	353	254	227	423	1882	195	659	1215	170

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	3400	1700	3400	2982	418

Capacity Analysis Module:

Vol/Sat:	0.05	0.11	0.17	0.10	0.15	0.13	0.25	0.55	0.11	0.19	0.41	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	0	0	0	42	0	46	67	1750	0	62	1341	53
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	54	0	59	86	2240	0	79	1716	68
Added Vol:	0	0	0	0	0	0	0	142	0	0	169	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	54	0	59	86	2407	0	79	1911	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	54	0	59	86	2407	0	79	1911	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	59	86	2407	0	79	1911	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
Final Vol.:	0	0	0	54	0	59	86	2407	0	79	1911	68

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.48	0.00	0.52	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	0	0	811	0	889	1700	3400	0	1700	3283	117

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.71	0.00	0.05	0.58	0.58
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****



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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 1.093  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	1	0	2	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	434	322	221	35	1275	383	164	395	370	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	556	412	283	45	1632	490	210	506	474	0	0	0
Added Vol:	0	0	0	0	0	0	0	18	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	556	412	283	45	1632	490	210	526	474	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:	556	412	283	45	1632	490	210	526	474	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	412	283	45	1632	490	210	526	474	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 Vol.:	556	412	283	45	1632	490	210	526	474	0	0	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.15	0.85	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1952	1448	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.28	0.28	0.17	0.03	0.48	0.14	0.12	0.15	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.335  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	184	0	0	0	437	1299	0	259	86
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	236	0	0	0	559	1663	0	332	110
Added Vol:	0	0	0	0	0	129	0	104	0	0	30	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	236	0	149	0	686	1663	0	367	110
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	236	0	0	0	686	0	0	367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	236	0	0	0	686	0	0	367	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	236	0	0	0	686	0	0	367	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.20	0.00	0.00	0.22	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.239  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 16 Level Of Service: A

\*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Ignore Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 1 0 0 0 1 1 0 2 0 1 0 0 2 1 0  
 \*\*\*\*\*

Volume Module:  
 Base Vol: 3 14 56 3 0 60 50 276 400 0 326 6  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 4 18 72 4 0 77 64 353 512 0 417 8  
 Added Vol: 30 0 0 0 0 0 0 0 0 104 0 0  
 HEADLANDS: 5 0 0 0 0 0 0 0 0 23 0 0  
 Initial Fut: 39 18 72 4 0 77 64 353 639 0 417 8  
 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: 39 18 72 4 0 77 64 353 0 0 417 8  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 39 18 72 4 0 77 64 353 0 0 417 8  
 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  
 Final Vol.: 39 18 72 4 0 77 64 353 0 0 417 8  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.68 0.32 1.00 1.00 0.00 1.00 1.00 2.00 1.00 0.00 2.95 0.05  
 Final Sat.: 1163 537 1700 1700 0 1700 1700 3400 1700 0 5008 92  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.03 0.04 0.00 0.00 0.05 0.04 0.10 0.00 0.00 0.08 0.08  
 Crit Moves: \*\*\*\* \*  
 \*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: C  
\*\*\*\*\*

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

Volume Module:

Base Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	118	18	122	51	12	13	15	1673	47	93	1463	38
Added Vol:	0	0	0	0	0	0	0	14	0	0	11	0
HEADLANDS:	13	4	15	0	3	16	10	67	0	12	84	0
Initial Fut:	131	22	137	51	15	29	25	1754	47	105	1558	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	22	137	51	15	29	25	1754	47	105	1558	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	22	137	51	15	29	25	1754	47	105	1558	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	22	137	51	15	29	25	1754	47	105	1558	38

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3311	89	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.08	0.01	0.08	0.03	0.01	0.02	0.01	0.53	0.53	0.06	0.46	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 1:30-2:30 PM

Base Vol:	46	442	44	311	648	68	64	295	42	133	244	290
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	59	566	56	398	829	87	82	378	54	170	312	371
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	59	587	56	398	853	87	82	378	54	170	312	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	587	56	398	853	87	82	378	54	170	312	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	587	56	398	853	87	82	378	54	170	312	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	59	587	56	398	853	87	82	378	54	170	312	371

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.03	0.23	0.25	0.05	0.05	0.11	0.03	0.10	0.09	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap. (X): 0.658  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 294 423 0 0 746 221 0 0 175 688 149  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 376 541 0 0 955 283 0 0 224 881 191  
 Added Vol: 11 11 0 0 14 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 65 0  
 Initial Fut: 395 562 0 0 969 293 0 0 224 946 191  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 395 562 0 0 969 293 0 0 224 946 191  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 395 562 0 0 969 293 0 0 224 946 191  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 395 562 0 0 969 293 0 0 224 946 191

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

## Capacity Analysis Module:

Vol/Sat: 0.23 0.17 0.00 0.00 0.19 0.17 0.00 0.00 0.00 0.13 0.19 0.11  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap. (X): 0.724  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: C  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM  
 Base Vol: 0 519 57 502 229 0 231 1079 199 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 664 73 643 293 0 296 1381 255 0 0 0  
 Added Vol: 0 21 0 0 14 0 0 0 14 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 693 73 643 307 0 306 1436 277 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: 0 693 0 643 307 0 306 1436 277 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 693 0 643 307 0 306 1436 277 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 Vol.: 0 693 0 643 307 0 306 1436 277 0 0 0

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

## Capacity Analysis Module:

Vol/Sat: 0.00 0.20 0.00 0.19 0.09 0.00 0.18 0.28 0.16 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[ 17.9]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	29	0	156	0	0	0	0	275	35	187	327	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	37	0	200	0	0	0	0	352	45	239	419	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	37	0	200	0	0	0	0	356	45	239	423	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:	37	0	200	0	0	0	0	356	45	239	423	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	200	0	0	0	0	356	45	239	423	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1046	xxxx	356	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	401	xxxx	xxxxx
Potent Cap.:	255	xxxx	693	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1169	xxxx	xxxxx
Move Cap.:	215	xxxx	693	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1169	xxxx	xxxxx
Volume/Cap:	0.17	xxxx	0.29	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.20	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	514	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.9			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*			*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[ 17.9]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	23	0	62	0	0	0	0	397	39	110	491	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	29	0	79	0	0	0	0	508	50	141	628	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	29	0	79	0	0	0	0	512	50	141	632	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:	29	0	79	0	0	0	0	512	50	141	632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	79	0	0	0	0	512	50	141	632	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1110	xxxx	512	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	562	xxxx	xxxxx
Potent Cap.:	234	xxxx	566	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx
Move Cap.:	209	xxxx	566	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	0.14	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.14	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	387	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.9			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*			*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 72 268 172 185 163 111 136 279 33 331 377 95  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 92 343 220 237 209 142 174 357 42 424 483 122  
 Added Vol: 0 12 111 11 17 0 0 0 0 157 0 9  
 HEADLANDS: 2 4 0 0 4 0 0 4 2 0 4 0  
 Initial Fut: 94 359 331 248 230 142 174 361 44 581 487 131  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 94 359 331 248 230 142 174 361 44 581 487 131  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 94 359 331 248 230 142 174 361 44 581 487 131  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 94 359 331 248 230 142 174 361 44 581 487 131

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1700 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.21 0.19 0.15 0.14 0.08 0.10 0.11 0.03 0.34 0.14 0.08  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 17.2 Worst Case Level Of Service: F[177.9]

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 0 0 0 0 1 0 1 0 2 0 0

Volume Module:  
 Base Vol: 32 0 72 0 0 0 0 591 43 70 713 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 41 0 92 0 0 0 0 756 55 90 913 0  
 Added Vol: 9 0 80 0 0 0 0 111 11 98 157 0  
 HEADLANDS: 0 0 0 0 0 0 0 4 0 0 4 0  
 Initial Fut: 50 0 172 0 0 0 0 871 66 188 1074 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: 50 0 172 0 0 0 0 871 66 188 1074 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 50 0 172 0 0 0 0 871 66 188 1074 0

Critical Gap Module:  
 Critical Gp: 6.8 xxx 6.9 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxxx xxxxxx  
 FollowUpTim: 3.5 xxx 3.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxxx xxxxxx

Capacity Module:  
 Cnflct Vol: 1817 xxx 469 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 938 xxxxxx xxxxxx  
 Potent Cap.: 71 xxx 546 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 739 xxxxxx xxxxxx  
 Move Cap.: 57 xxx 546 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 739 xxxxxx xxxxxx  
 Volume/Cap: 0.88 xxx 0.32 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.25 xxxxxx xxxxxx

Level Of Service Module:  
 Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1.0 xxxxxx xxxxxx  
 Stopped Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 11.5 xxxxxx xxxxxx  
 LOS by Move: \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxx 186 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 SharedQueue: xxx 11.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shrd StpDel: xxx 178 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shared LOS: \* F \* \* \* \* \*  
 ApproachDel: 177.9 xxxxxx xxxxxx xxxxxx  
 ApproachLOS: F \* \* \*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.543  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 26 Level Of Service: A

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

Volume Module:

Base Vol:	49	12	17	35	4	83	28	581	53	117	649	91
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	63	15	22	45	5	106	36	744	68	150	831	116
Added Vol:	0	0	0	0	0	0	0	191	0	0	255	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	63	15	22	45	5	106	36	939	68	150	1090	116
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:	63	15	0	45	5	106	36	939	68	150	1090	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	15	0	45	5	106	36	939	68	150	1090	116
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 Vol.:	63	15	0	45	5	106	36	939	68	150	1090	116

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.29	0.03	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	488	56	1157	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.00	0.03	0.09	0.09	0.02	0.28	0.04	0.09	0.32	0.07
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.734  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	82	239	86	248	457	136	83	600	61	185	571	177
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	105	306	110	317	585	174	106	768	78	237	731	227
Added Vol:	0	11	21	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	317	131	317	599	174	106	768	78	237	731	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	317	131	317	599	174	106	768	78	237	731	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	317	131	317	599	174	106	768	78	237	731	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	105	317	131	317	599	174	106	768	78	237	731	227

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2405	995	1700	2634	766	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.19	0.23	0.23	0.06	0.23	0.05	0.14	0.21	0.13
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

# Level Of Service Computation Report

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

Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY

```

Cycle (sec):          100      Critical Vol./Cap. (X):          0.946
Loss Time (sec):      5 (Y+R = 4 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        125      Level Of Service:              E

```

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

Volume Module:	>>	Count	Date:	25 May 2003	<<	2:00-3:00 PM						
Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	70
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	114	159	396	283	223	156	252	1569	193	493	1066	90
Added Vol:	0	31	160	0	14	0	0	0	0	241	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	114	190	556	283	237	159	258	1610	193	734	1061	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	190	556	283	237	159	258	1610	193	734	1061	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	190	556	283	237	159	258	1610	193	734	1061	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	114	190	556	283	237	159	258	1610	193	734	1061	90

Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	1700	1700	3400	3400	1700	1700	3400	1700	3400	3135	265	

```
Capacity Analysis Module:
Vol/Sat:      0.07  0.11  0.16  0.08  0.14  0.09  0.15  0.47  0.11  0.22  0.34  0.34
Crit Moves:   ****                ****          ****
```

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY

Cycle (sec):	100	Critical Vol./Cap. (X):	0.887
Loss Time (sec):	5 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	1	0	1	1	0

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM												
Base Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	58	0	58	79	2223	0	95	1812	46
Added Vol:	0	0	0	0	0	0	0	160	0	0	241	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	58	0	58	79	2424	0	95	2108	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:	0	0	0	58	0	58	79	2424	0	95	2108	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	58	79	2424	0	95	2108	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
Final Vol.:	0	0	0	58	0	58	79	2424	0	95	2108	46

Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	2.00	0.00	1.00	1.96	0.04
Final Sat.:	0	0	0	850	0	850	1700	3400	0	1700	3327	73

Capacity Analysis Module:										
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.71	0.00	0.06 0.63 0.63
Crit Moves:				****				****		****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 1.066  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: F  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	1	0	2	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 1:45-2:45 PM  
 Base Vol: 440 234 201 66 1256 535 182 444 384 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 563 300 257 84 1608 685 233 568 492 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 21 0 0 0 0  
 HEADLANDS: 0 0 0 0 0 0 0 3 0 0 0 0  
 Initial Fut: 563 300 257 84 1608 685 233 592 492 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: 563 300 257 84 1608 685 233 592 492 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 563 300 257 84 1608 685 233 592 492 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  
 Final Vol.: 563 300 257 84 1608 685 233 592 492 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.31 0.69 1.00 1.00 2.00 2.00 1.00 2.00 1.00 0.00 0.00 0.00  
 Final Sat.: 2220 1180 1700 1700 3400 3400 1700 3400 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.25 0.25 0.15 0.05 0.47 0.20 0.14 0.17 0.29 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 0 0 0 208 0 0 0 585 917 0 211 76  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 0 0 266 0 0 0 749 1174 0 270 97  
 Added Vol: 0 0 0 0 0 0 184 0 117 0 0 42  
 HEADLANDS: 0 0 0 0 0 0 42 0 29 0 0 10  
 Initial Fut: 0 0 0 266 0 226 0 895 1174 0 322 97  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 266 0 0 0 895 0 0 322 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 266 0 0 0 895 0 0 322 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
 Final Vol.: 0 0 0 266 0 0 0 895 0 0 322 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
 Final Sat.: 0 0 0 3400 0 1700 0 3400 1700 0 1700 1700

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.00 0.00 0.26 0.00 0.00 0.19 0.00  
 Crit Moves: \*\*\*\*

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Fri Nov 18, 2005 11:36:33

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.274  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	13	55	4	0	53	76	291	447	0	343	9
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	14	17	70	5	0	68	97	372	572	0	439	12
Added Vol:	42	0	0	0	0	0	0	0	117	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	66	17	70	5	0	68	97	372	718	0	439	12
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:	66	17	70	5	0	68	97	372	0	0	439	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	17	70	5	0	68	97	372	0	0	439	12
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
Final Vol.:	66	17	70	5	0	68	97	372	0	0	439	12

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.20	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1358	342	1700	1700	0	1700	1700	3400	1700	0	4970	130

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.05	0.04	0.00	0.00	0.04	0.06	0.11	0.00	0.00	0.09	0.09
Crit Moves:	****			****			****			****		

\*\*\*\*\*

**Mitigated Forecast Buildout Year  
2030 With Commercial Core Project Conditions**

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DANA POINT HARBOR  
MITIGATED FORECAST YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	2	1	0	1	1	0	3	0
Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM												
Base Vol:	38	63	174	207	67	121	100	947	68	290	1342	161
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	49	81	223	265	86	155	128	1212	87	371	1718	206
Added Vol:	0	28	142	0	10	0	0	0	0	169	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	49	109	365	265	96	157	131	1237	87	540	1744	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	365	265	96	157	131	1237	87	540	1744	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	109	365	265	96	157	131	1237	87	540	1744	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	49	109	365	265	96	157	131	1237	87	540	1744	206
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	2.68	0.32
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	5100	1700	3400	4561	539
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.11	0.08	0.06	0.09	0.08	0.24	0.05	0.16	0.38	0.38
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

M-A-30+COM-AM Fri Nov 18, 2005 14:12:04 Page 4-1

DANA POINT HARBOR  
MITIGATED FORECAST YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM												
Base Vol:	0	0	0	16	0	16	24	1487	0	34	1744	38
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	20	0	20	31	1903	0	44	2232	49
Added Vol:	0	0	0	0	0	0	0	142	0	0	169	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	20	0	20	31	2070	0	44	2427	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	20	31	2070	0	44	2427	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	20	31	2070	0	44	2427	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	0	0	0	20	0	20	31	2070	0	44	2427	49
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	3.00	0.00	1.00	2.94	0.06
Final Sat.:	0	0	0	850	0	850	1700	5100	0	1700	5000	100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.41	0.00	0.03	0.49	0.49
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR  
MITIGATED FORECAST YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.775  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: C

\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM

Base Vol:	74	122	344	247	131	104	167	1247	67	271	1336	187
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	95	156	440	316	168	133	214	1596	86	347	1710	239
Added Vol:	0	31	160	0	14	0	0	0	0	241	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	95	187	600	316	182	136	220	1637	86	588	1765	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:	95	187	600	316	182	136	220	1637	86	588	1765	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	187	600	316	182	136	220	1637	86	588	1765	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
Final Vol.:	95	187	600	316	182	136	220	1637	86	588	1765	239

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	2.64	0.36
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	5100	1700	3400	4491	609

Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.18	0.09	0.11	0.08	0.13	0.32	0.05	0.17	0.39	0.39
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

M-A-30+COM-PM Fri Nov 18, 2005 14:12:18 Page 4-1

DANA POINT HARBOR  
MITIGATED FORECAST YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM

Base Vol:	0	0	0	29	0	48	56	1732	0	24	1887	49
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	37	0	61	72	2217	0	31	2415	63
Added Vol:	0	0	0	0	0	0	0	160	0	0	241	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	37	0	61	72	2418	0	31	2711	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	0	61	72	2418	0	31	2711	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	0	61	72	2418	0	31	2711	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	37	0	61	72	2418	0	31	2711	63

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.38	0.00	0.62	1.00	3.00	0.00	1.00	2.93	0.07
Final Sat.:	0	0	0	640	0	1060	1700	5100	0	1700	4985	115

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.04	0.47	0.00	0.02	0.54	0.54
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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DANA POINT HARBOR

MITIGATED FORECAST YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

```

*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.431
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     21      Level Of Service:      A
*****

```

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:												
Base Vol:	21	0	46	0	0	0	0	521	31	52	714	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	27	0	59	0	0	0	0	667	40	67	914	0
Added Vol:	5	0	41	0	0	0	0	130	3	29	150	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	32	0	100	0	0	0	0	799	43	96	1066	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:	32	0	100	0	0	0	0	799	43	96	1066	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	100	0	0	0	0	799	43	96	1066	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 Vol.:	32	0	100	0	0	0	0	799	43	96	1066	0

Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.00	0.76	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	411	0	1289	0	0	0	0	3228	172	1700	3400	0

```
Capacity Analysis Module:
Vol/Sat:      0.08  0.00      0.08  0.00  0.00  0.00  0.00  0.25  0.25  0.06  0.31  0.00
Crit Moves:   ****
```

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DANA POINT HARBOR

MITIGATED FORECAST YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY

```

*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.822
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     57      Level Of Service:      D
*****

```

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Ovl				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Lanes:	1	0	1	0	2	2	0	1	0	1	1	0	3	0	1	2	0	2	1	0

Volume Module:	>>	Count	Date:	25 May 2003	<<	11:30-12:30	PM					
Base Vol:	68	118	331	276	191	176	328	1451	152	383	929	133
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	87	151	424	353	244	225	420	1857	195	490	1189	170
Added Vol:	0	28	142	0	10	0	0	0	0	169	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	87	179	566	353	254	227	423	1882	195	659	1215	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	179	566	353	254	227	423	1882	195	659	1215	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	179	566	353	254	227	423	1882	195	659	1215	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	179	566	353	254	227	423	1882	195	659	1215	170

Saturation Flow Module:											
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.63	0.37
Final Sat.:	1700	1700	3400	3400	1700	1700	5100	1700	3400	4473	627

```
Capacity Analysis Module:
Vol/Sat: 0.05 0.11 0.17 0.10 0.15 0.13 0.25 0.37 0.11 0.19 0.27 0.27
Crit Moves: ****          ****          ****
*****
```

M-B-30+COM-PM Fri Nov 18, 2005 14:13:34 Page 3-1

DANA POINT HARBOR  
MITIGATED FORECAST YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1 0 0	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0

Volume Module:

Base Vol:	32	0	72	0	0	0	0	591	43	70	713	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	41	0	92	0	0	0	0	756	55	90	913	0
Added Vol:	9	0	80	0	0	0	0	111	11	98	157	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	50	0	172	0	0	0	0	871	66	188	1074	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:	50	0	172	0	0	0	0	871	66	188	1074	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	172	0	0	0	0	871	66	188	1074	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 Vol.:	50	0	172	0	0	0	0	871	66	188	1074	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.00	0.78	0.00	0.00	0.00	0.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	382	0	1318	0	0	0	0	3161	239	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.28	0.28	0.11	0.32	0.00
Crit Moves:	***						***			***		

M-B-30+COM-PM Fri Nov 18, 2005 14:13:34 Page 4-1

DANA POINT HARBOR  
MITIGATED FORECAST YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 0 2	2	0	1 0 1	1	0	3 0 1	2	0	2 1 0

Volume Module: >> Count Date: 25 May 2003 << 2:00-3:00 PM

Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	70
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	114	159	396	283	223	156	252	1569	193	493	1006	90
Added Vol:	0	31	160	0	14	0	0	0	0	241	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	114	190	556	283	237	159	258	1610	193	734	1061	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	190	556	283	237	159	258	1610	193	734	1061	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	190	556	283	237	159	258	1610	193	734	1061	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	114	190	556	283	237	159	258	1610	193	734	1061	90

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	2.77	0.23
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	5100	1700	3400	4703	397

Capacity Analysis Module:

Vol/Sat:	0.07	0.11	0.16	0.08	0.14	0.09	0.15	0.32	0.11	0.22	0.23	0.23
Crit Moves:	***			***			***			***		

**Forecast Buildout Year  
2030 With Harborwide Project Conditions**



A-30+HAR-AM Fri Nov 18, 2005 11:38:14 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	35	12	16	33	4	3	5	787	10	35	1291	26
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	45	15	20	42	5	4	6	1007	13	45	1652	33
Added Vol:	0	0	0	0	0	0	0	13	0	0	11	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	49	16	25	42	8	9	13	1062	13	55	1697	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	16	25	42	8	9	13	1062	13	55	1697	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	16	25	42	8	9	13	1062	13	55	1697	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	16	25	42	8	9	13	1062	13	55	1697	33

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3360	40	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.01	0.02	0.00	0.01	0.01	0.32	0.32	0.03	0.50	0.02
Crit Moves:	****			****		****	****			****		

A-30+HAR-AM Fri Nov 18, 2005 11:38:14 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A  
\*\*\*\*\*

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	27	227	58	253	492	89	58	312	31	103	279	235
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	35	291	74	324	630	114	74	399	40	132	357	301
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	35	307	74	324	649	114	74	399	40	132	357	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:	35	307	74	324	649	114	74	399	40	132	357	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	307	74	324	649	114	74	399	40	132	357	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
Final Vol.:	35	307	74	324	649	114	74	399	40	132	357	301

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.04	0.19	0.19	0.07	0.04	0.12	0.02	0.08	0.11	0.18
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.620  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM

Base Vol:	79	78	0	0	391	258	0	0	0	89	1190	128
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	101	100	0	0	500	330	0	0	0	114	1523	164
Added Vol:	11	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	116	116	0	0	514	335	0	0	0	114	1553	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	116	0	0	514	335	0	0	0	114	1553	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	116	0	0	514	335	0	0	0	114	1553	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	116	0	0	514	335	0	0	0	114	1553	164

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.03	0.00	0.00	0.10	0.20	0.00	0.00	0.00	0.07	0.30	0.10
Crit Moves:	****			****						****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	0	2	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM

Base Vol:	0	110	30	368	121	0	92	687	75	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	141	38	471	155	0	118	879	96	0	0	0
Added Vol:	0	23	0	0	14	0	0	0	13	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	168	38	471	169	0	123	912	113	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	168	0	471	169	0	123	912	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	168	0	471	169	0	123	912	113	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 Vol.:	0	168	0	471	169	0	123	912	113	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.00	0.14	0.05	0.00	0.07	0.18	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[ 10.9]

\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	17	0	75	0	0	0	0	158	24	89	154	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	22	0	96	0	0	0	0	202	31	114	197	0
Added Vol:	0	0	3	0	0	0	0	-4	0	23	5	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	22	0	99	0	0	0	0	200	31	137	204	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:	22	0	99	0	0	0	0	200	31	137	204	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	0	99	0	0	0	0	200	31	137	204	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	576	xxxx	200	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	231	xxxx	xxxxx
Potent Cap.:	482	xxxx	846	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1349	xxxx	xxxxx
Move Cap.:	445	xxxx	846	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1349	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	0.12	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.10	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxxx	728	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.9		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[ 10.4]

\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	4	0	25	0	0	0	0	201	19	53	245	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	5	0	32	0	0	0	0	257	24	68	314	0
Added Vol:	0	0	33	0	0	0	0	-1	0	46	28	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	5	0	65	0	0	0	0	258	24	114	344	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:	5	0	65	0	0	0	0	258	24	114	344	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	0	65	0	0	0	0	258	24	114	344	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	658	xxxx	258	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	283	xxxx	xxxxx
Potent Cap.:	432	xxxx	785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1291	xxxx	xxxxx
Move Cap.:	403	xxxx	785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1291	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.08	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.09	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxxx	734	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.4		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	B		*			*			*			*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module: >> Count Date: 11 Mar 2003 << 8:00-9:00 AM

Base Vol:	30	39	40	45	82	89	58	162	9	105	180	89
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	38	50	51	58	105	114	74	207	12	134	230	114
Added Vol:	0	14	130	3	17	7	3	29	0	150	67	5
HEADLANDS:	1	2	0	0	2	0	0	2	1	0	2	0
Initial Fut:	39	66	181	61	124	121	77	238	13	284	299	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	66	181	61	124	121	77	238	13	284	299	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	66	181	61	124	121	77	238	13	284	299	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	39	66	181	61	124	121	77	238	13	284	299	119

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.11	0.04	0.07	0.07	0.05	0.07	0.01	0.17	0.09	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.298  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	17	0	24	0	0	0	0	218	30	23	331	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	22	0	31	0	0	0	0	279	38	29	424	0
Added Vol:	5	0	43	0	0	0	0	158	3	31	217	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	27	0	74	0	0	0	0	439	41	60	643	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:	27	0	74	0	0	0	0	439	41	60	643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	74	0	0	0	0	439	41	60	643	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 Vol.:	27	0	74	0	0	0	0	439	41	60	643	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.00	0.73	0.00	0.00	0.00	0.00	1.83	0.17	1.00	2.00	0.00
Final Sat.:	453	0	1247	0	0	0	0	3107	293	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.14	0.14	0.04	0.19	0.00
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.266  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A

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

Volume Module:

Base Vol:	1	0	19	9	0	10	7	233	4	30	347	12
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	1	0	24	12	0	13	9	298	5	38	444	15
Added Vol:	0	0	0	0	0	0	0	202	0	0	248	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	1	0	24	12	0	13	9	502	5	38	694	15
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:	1	0	0	12	0	13	9	502	5	38	694	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	12	0	13	9	502	5	38	694	15
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 Vol.:	1	0	0	12	0	13	9	502	5	38	694	15

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.47	0.00	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	805	0	895	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.15	0.00	0.02	0.20	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

A-30+HAR-AM Fri Nov 18, 2005 11:38:14 Page 12-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 62 Level Of Service: D

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

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	82	187	119	391	321	97	206	841	76	71	495	157
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	105	239	152	500	411	124	264	1076	97	91	634	201
Added Vol:	0	11	22	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	105	251	176	500	427	124	264	1076	97	91	634	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	251	176	500	427	124	264	1076	97	91	634	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	251	176	500	427	124	264	1076	97	91	634	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	105	251	176	500	427	124	264	1076	97	91	634	201

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1998	1402	1700	2634	766	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.29	0.16	0.16	0.16	0.32	0.06	0.05	0.19	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	3	0	2	1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	38	63	174	207	67	121	100	947	68	290	1342	161
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	49	81	223	265	86	155	128	1212	87	371	1718	206
Added Vol:	0	33	169	0	14	0	0	0	0	234	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	49	114	392	265	100	157	131	1237	87	605	1744	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	114	392	265	100	157	131	1237	87	605	1744	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	114	392	265	100	157	131	1237	87	605	1744	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	49	114	392	265	100	157	131	1237	87	605	1744	206

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	2.68	0.32
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	5100	1700	3400	4561	539

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.12	0.08	0.06	0.09	0.08	0.24	0.05	0.18	0.38	0.38
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	16	0	16	24	1487	0	34	1744	38
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	20	0	20	31	1903	0	44	2232	49
Added Vol:	0	0	0	0	0	0	0	169	0	0	234	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	20	0	20	31	2097	0	44	2492	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	20	31	2097	0	44	2492	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	20	31	2097	0	44	2492	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	0	0	0	20	0	20	31	2097	0	44	2492	49

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	3.00	0.00	1.00	2.94	0.06
Final Sat.:	0	0	0	850	0	850	1700	5100	0	1700	5002	98

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.41	0.00	0.03	0.50	0.50
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 1	1 0 2 0 2	1 0 2 0 1	0 0 0 0 0

Volume Module: >> Count Date: 12 Mar 2003 << 7:30-8:30 AM

Base Vol:	380	390	258	53	341	419	232	695	237	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	486	499	330	68	436	536	297	914	303	0	0	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	486	499	330	68	436	536	297	914	303	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:	486	499	330	68	436	536	297	914	303	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	499	330	68	436	536	297	914	303	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 Vol.:	486	499	330	68	436	536	297	914	303	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.19	0.04	0.13	0.16	0.17	0.27	0.18	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.330  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	127	0	0	0	501	948	0	189	89
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	163	0	0	0	641	1213	0	242	114
Added Vol:	0	0	0	0	0	179	0	124	0	0	41	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	163	0	199	0	788	1213	0	288	114
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	163	0	0	0	788	0	0	288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	0	0	788	0	0	288	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	163	0	0	0	788	0	0	288	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.23	0.00	0.00	0.17	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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A-30+HAR-AM Fri Nov 18, 2005 11:38:14 Page 17-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	20	9	44	46	0	120	36	279	522	0	787	14
Added Vol:	41	0	0	0	0	0	0	0	124	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	66	9	44	46	0	120	36	279	669	0	787	14
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:	66	9	44	46	0	120	36	279	0	0	787	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	9	44	46	0	120	36	279	0	0	787	14
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
Final Vol.:	66	9	44	46	0	120	36	279	0	0	787	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.12	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1498	202	1700	1700	0	1700	1700	3400	1700	0	5010	90

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.03	0.03	0.00	0.07	0.02	0.08	0.00	0.00	0.16	0.16
Crit Moves:	****					****	****				****	

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #101 Street of the Blue Lantern/PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.664  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 34 Level Of Service: B

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	35	28	71	28	9	4	21	1175	14	76	1270	43
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	45	36	91	36	12	5	27	1504	18	97	1626	55
Added Vol:	0	0	0	0	0	0	0	17	0	0	13	0
HEADLANDS:	13	4	5	0	3	16	10	67	0	12	84	0
Initial Fut:	58	40	96	36	15	21	37	1588	18	109	1723	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	40	96	36	15	21	37	1588	18	109	1723	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	40	96	36	15	21	37	1588	18	109	1723	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	40	96	36	15	21	37	1588	18	109	1723	55

## Saturation Flow Module:

Sat/Lane:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3362	38	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	North Bound			South Bound			East Bound			West Bound		
Crit Moves:	0.03	0.02	0.06	0.02	0.01	0.01	0.02	0.47	0.47	0.06	0.51	0.03

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: C

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	36	446	86	240	467	97	93	392	76	128	380	363
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	46	571	110	307	598	124	119	502	97	164	486	465
Added Vol:	0	13	0	0	16	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	46	594	110	307	624	124	119	502	97	164	486	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	594	110	307	624	124	119	502	97	164	486	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	594	110	307	624	124	119	502	97	164	486	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	46	594	110	307	624	124	119	502	97	164	486	465

## Saturation Flow Module:

Sat/Lane:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	North Bound			South Bound			East Bound			West Bound		
Crit Moves:	0.03	0.17	0.06	0.18	0.18	0.07	0.07	0.15	0.06	0.10	0.14	0.27

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 298 428 0 0 527 270 0 0 0 334 1396 248  
 Added Vol: 13 13 0 0 16 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 319 451 0 0 543 280 0 0 0 334 1461 248  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 319 451 0 0 543 280 0 0 0 334 1461 248  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 319 451 0 0 543 280 0 0 0 334 1461 248  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 319 451 0 0 543 280 0 0 0 334 1461 248

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.19 0.13 0.00 0.00 0.11 0.16 0.00 0.00 0.00 0.20 0.29 0.15  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 623 40 580 241 0 163 1216 110 0 0 0  
 Added Vol: 0 26 0 0 16 0 0 0 17 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 657 40 580 257 0 173 1271 135 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: 0 657 0 580 257 0 173 1271 135 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 657 0 580 257 0 173 1271 135 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 Vol.: 0 657 0 580 257 0 173 1271 135 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.19 0.00 0.17 0.08 0.00 0.10 0.25 0.08 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[ 12.5]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	37	0	164	0	0	0	0	126	39	118	128	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	47	0	210	0	0	0	0	161	50	151	164	0
Added Vol:	0	0	25	0	0	0	0	-8	0	17	-18	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	47	0	235	0	0	0	0	157	50	168	150	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:	47	0	235	0	0	0	0	157	50	168	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	47	0	235	0	0	0	0	157	50	168	150	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	568	xxxx	157	xxxx	xxxx	207	xxxx	xxxx
Potent Cap.:	487	xxxx	893	xxxx	xxxx	1376	xxxx	xxxx
Move Cap.:	442	xxxx	893	xxxx	xxxx	1376	xxxx	xxxx
Volume/Cap:	0.11	xxxx	0.26	xxxx	xxxx	0.12	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	763	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*
ApproachDel:	12.5		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:	B		*		*		*		*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[ 13.0]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	15	0	25	0	0	0	0	288	23	78	244	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	19	0	32	0	0	0	0	369	29	100	312	0
Added Vol:	0	0	29	0	0	0	0	17	0	31	-1	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	19	0	61	0	0	0	0	390	29	131	315	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:	19	0	61	0	0	0	0	390	29	131	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	0	61	0	0	0	0	390	29	131	315	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	809	xxxx	390	xxxx	xxxx	419	xxxx	xxxx
Potent Cap.:	353	xxxx	663	xxxx	xxxx	1151	xxxx	xxxx
Move Cap.:	322	xxxx	663	xxxx	xxxx	1151	xxxx	xxxx
Volume/Cap:	0.06	xxxx	0.09	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	529	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	13.0	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*
ApproachDel:	13.0		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:	B		*		*		*		*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:00-5:00 PM

Base Vol:	19	86	126	179	75	94	116	162	14	114	212	83
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	24	110	161	229	96	120	148	207	18	146	271	106
Added Vol:	0	12	111	11	17	4	5	41	0	157	26	9
HEADLANDS:	2	4	0	0	4	0	0	4	2	0	4	0
Initial Fut:	26	126	272	240	117	124	153	252	20	303	301	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	126	272	240	117	124	153	252	20	303	301	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	126	272	240	117	124	153	252	20	303	301	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	126	272	240	117	124	153	252	20	303	301	115

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.16	0.14	0.07	0.07	0.09	0.07	0.01	0.18	0.09	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.498  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	26	0	71	0	0	0	0	436	39	43	400	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	33	0	91	0	0	0	0	558	50	55	512	0
Added Vol:	9	0	83	0	0	0	0	152	11	103	183	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	42	0	174	0	0	0	0	714	61	158	699	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:	42	0	174	0	0	0	0	714	61	158	699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	174	0	0	0	0	714	61	158	699	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 Vol.:	42	0	174	0	0	0	0	714	61	158	699	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.00	0.80	0.00	0.00	0.00	0.00	1.84	0.16	1.00	2.00	0.00
Final Sat.:	333	0	1367	0	0	0	0	3133	267	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.23	0.23	0.09	0.21	0.00
Crit Moves:	****						****			****		

\*\*\*\*\*

A-30+HAR-PM Fri Nov 18, 2005 11:38:32 Page 11-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.379
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     19      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 0 1      0 0 1 0 0      1 0 2 0 1      1 0 2 0 1
*****
Volume Module:
Base Vol:      19 1 18 34 0 12 8 451 20 53 425 32
Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28
Initial Bse: 24 1 23 44 0 15 10 577 26 68 544 41
Added Vol:      0 0 0 0 0 0 0 235 0 0 285 0
HEADLANDS:      0 0 0 0 0 0 0 4 0 0 4 0
Initial Fut: 24 1 23 44 0 15 10 816 26 68 833 41
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: 24 1 0 44 0 15 10 816 26 68 833 41
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 1 0 44 0 15 10 816 26 68 833 41
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 Vol.: 24 1 0 44 0 15 10 816 26 68 833 41
*****
Saturation Flow Module:
Sat/Lane:      1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 1.00 1.00 0.74 0.00 0.26 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1700 1700 1700 1257 0 443 1700 3400 1700 1700 3400 1700
*****
Capacity Analysis Module:
Vol/Sat:      0.01 0.00 0.00 0.03 0.00 0.03 0.01 0.24 0.02 0.04 0.25 0.02
Crit Moves:      ****
*****

```

A-30+HAR-PM Fri Nov 18, 2005 11:38:32 Page 12-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #110 DEL OBISPO ST/STONEHILL DR
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.861
Loss Time (sec):   5 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     69      Level Of Service:      D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      1 0 1 1 0      1 0 2 0 1      1 0 2 0 1
*****
Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM
Base Vol:      158 181 114 230 235 133 194 650 98 159 977 446
Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28
Initial Bse: 202 232 146 294 301 170 248 832 125 204 1251 571
Added Vol:      0 13 25 0 16 0 0 0 0 0 0 0
HEADLANDS:      0 3 3 0 3 0 0 0 0 0 0 0
Initial Fut: 202 248 174 294 320 170 248 832 125 204 1251 571
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 202 248 174 294 320 170 248 832 125 204 1251 571
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 202 248 174 294 320 170 248 832 125 204 1251 571
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      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 Vol.: 202 248 174 294 320 170 248 832 125 204 1251 571
*****
Saturation Flow Module:
Sat/Lane:      1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 1.17 0.83 1.00 1.31 0.69 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1700 1997 1403 1700 2219 1181 1700 3400 1700 1700 3400 1700
*****
Capacity Analysis Module:
Vol/Sat:      0.12 0.12 0.12 0.17 0.14 0.14 0.15 0.24 0.07 0.12 0.37 0.34
Crit Moves:      ****
*****

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A-30+HAR-PM Fri Nov 18, 2005 11:38:32 Page 13-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	3	0	2	1

Volume Module: >> Count Date: 11 Mar 2003 << 4:30-5:30 PM

Base Vol:	74	122	344	247	131	104	167	1247	67	271	1336	187
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	95	156	440	316	168	133	214	1596	86	347	1710	239
Added Vol:	0	38	196	0	16	0	0	0	0	269	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	95	194	636	316	184	136	220	1637	86	616	1765	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:	95	194	636	316	184	136	220	1637	86	616	1765	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	194	636	316	184	136	220	1637	86	616	1765	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
Final Vol.:	95	194	636	316	184	136	220	1637	86	616	1765	239

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	2.64	0.36
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	5100	1700	3400	4491	609

Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.19	0.09	0.11	0.08	0.13	0.32	0.05	0.18	0.39	0.39
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

A-30+HAR-PM Fri Nov 18, 2005 11:38:32 Page 14-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	1	0	2

Volume Module: >> Count Date: 11 Mar 2003 << 5:00-6:00 PM

Base Vol:	0	0	0	29	0	48	56	1732	0	24	1887	49
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	37	0	61	72	2217	0	31	2415	63
Added Vol:	0	0	0	0	0	0	0	196	0	0	269	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	37	0	61	72	2454	0	31	2739	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	0	61	72	2454	0	31	2739	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	0	61	72	2454	0	31	2739	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	37	0	61	72	2454	0	31	2739	63

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.38	0.00	0.62	1.00	3.00	0.00	1.00	2.93	0.07
Final Sat.:	0	0	0	640	0	1060	1700	5100	0	1700	4986	114

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.04	0.48	0.00	0.02	0.55	0.55
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.885  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 1	1 0 2 0 2	1 0 2 0 1	0 0 0 0 0

Volume Module: >> Count Date: 12 Mar 2003 << 4:30-5:30 PM

Base Vol:	522	298	348	233	715	855	227	448	341	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	668	381	445	298	915	1094	291	573	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	3	0	0	0	0
Initial Fut:	668	381	445	298	915	1094	291	601	436	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:	668	381	445	298	915	1094	291	601	436	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	668	381	445	298	915	1094	291	601	436	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 Vol.:	668	381	445	298	915	1094	291	601	436	0	0	0

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.27	0.73	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2164	1236	1700	1700	3400	3400	1700	3400	1700	0	0	0

## Capacity Analysis Module:

Vol/Sat: 0.31 0.31 0.26 0.18 0.27 0.32 0.17 0.18 0.26 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

A-30+HAR-PM Fri Nov 18, 2005 11:38:32 Page 16-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

Base Vol:	0	0	0	334	0	0	602	1248	0	155	79
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	428	0	0	771	1597	0	198	101
Added Vol:	0	0	0	0	0	206	0	144	0	0	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10
Initial Fut:	0	0	0	428	0	248	0	944	1597	0	256
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	0	0	0	428	0	0	0	944	0	0	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	428	0	0	0	944	0	0	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Final Vol.:	0	0	0	428	0	0	0	944	0	0	256

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700

## Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.00 0.00 0.28 0.00 0.00 0.15 0.00  
 Crit Moves: \*\*\*\*

A-30+HAR-PM

Fri Nov 18, 2005 11:38:32

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.316  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Ignore Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 1 0 0 0 1 1 0 2 0 1 0 0 2 1 0  
 \*\*\*\*\*

## Volume Module:

Base Vol:	3	27	86	4	0	76	75	459	431	0	361	8
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	35	110	5	0	97	96	588	552	0	462	10
Added Vol:	48	0	0	0	0	0	0	0	144	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	62	35	110	5	0	97	96	588	725	0	462	10
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:	62	35	110	5	0	97	96	588	0	0	462	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	35	110	5	0	97	96	588	0	0	462	10
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
Final Vol.:	62	35	110	5	0	97	96	588	0	0	462	10

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.36	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1091	609	1700	1700	0	1700	1700	3400	1700	0	4989	111

## Capacity Analysis Module:

Vol/Sat:	0.04	0.06	0.06	0.00	0.00	0.06	0.06	0.17	0.00	0.00	0.09	0.09
Crit Moves:	****					****	****			****		

\*\*\*\*\*



B-30+HAR-NOON Fri Nov 18, 2005 11:38:50 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.847  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 64 Level Of Service: D

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

Volume Module:

Base Vol:	61	18	71	41	6	5	23	1647	18	81	1156	22
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	78	23	91	52	8	6	29	2108	23	104	1480	28
Added Vol:	0	0	0	0	0	0	0	13	0	0	11	0
HEADLANDS:	4	1	5	0	3	5	7	42	0	10	34	0
Initial Fut:	82	24	96	52	11	11	36	2163	23	114	1525	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	24	96	52	11	11	36	2163	23	114	1525	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	24	96	52	11	11	36	2163	23	114	1525	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	24	96	52	11	11	36	2163	23	114	1525	28

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3364	36	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.06	0.03	0.01	0.01	0.02	0.64	0.64	0.07	0.45	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	46	537	52	311	864	83	50	282	39	119	293	247
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	59	687	67	398	1106	106	64	361	50	152	375	316
Added Vol:	0	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	59	703	67	398	1125	106	64	361	50	152	375	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	703	67	398	1125	106	64	361	50	152	375	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	703	67	398	1125	106	64	361	50	152	375	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	59	703	67	398	1125	106	64	361	50	152	375	316

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.21	0.04	0.23	0.33	0.06	0.04	0.11	0.03	0.09	0.11	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	299	436	0	0	712	278	0	0	0	162	736	169
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	383	558	0	0	911	356	0	0	0	207	942	216
Added Vol:	11	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	398	574	0	0	925	361	0	0	0	207	972	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	574	0	0	925	361	0	0	0	207	972	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	574	0	0	925	361	0	0	0	207	972	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	398	574	0	0	925	361	0	0	0	207	972	216

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.23	0.17	0.00	0.00	0.18	0.21	0.00	0.00	0.00	0.12	0.19	0.13
Crit Moves:	****			****						****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	0	424	39	645	285	0	319	1209	220	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	543	50	826	365	0	408	1548	282	0	0	0
Added Vol:	0	23	0	0	14	0	0	0	13	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	570	50	826	379	0	413	1581	299	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	570	0	826	379	0	413	1581	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	0	826	379	0	413	1581	299	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 Vol.:	0	570	0	826	379	0	413	1581	299	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.24	0.11	0.00	0.24	0.31	0.18	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[ 16.2]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	29	0	126	0	0	0	0	260	50	162	292	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	37	0	161	0	0	0	0	333	64	207	374	0
Added Vol:	0	0	3	0	0	0	0	-4	0	23	5	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	37	0	164	0	0	0	0	331	64	230	381	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:	37	0	164	0	0	0	0	331	64	230	381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	164	0	0	0	0	331	64	230	381	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	982	xxxx	331	xxxx	xxxx	xxxx	395	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	279	xxxx	715	xxxx	xxxx	xxxx	1175	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	237	xxxx	715	xxxx	xxxx	xxxx	1175	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.16	xxxx	0.23	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT
Shared Cap.:	xxxx	521	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	1.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	16.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.2		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*		*		*	

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[ 16.3]  
\*\*\*\*\*

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	0 0 0	0	0	1 0 1	1	0	2 0 0

Volume Module:

Base Vol:	14	0	52	0	0	0	0	374	17	126	440	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	18	0	67	0	0	0	0	479	22	161	563	0
Added Vol:	0	0	33	0	0	0	0	-1	0	46	28	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	18	0	100	0	0	0	0	480	22	207	593	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:	18	0	100	0	0	0	0	480	22	207	593	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	18	0	100	0	0	0	0	480	22	207	593	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1191	xxxx	480	xxxx	xxxx	xxxx	501	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	209	xxxx	590	xxxx	xxxx	xxxx	1073	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	178	xxxx	590	xxxx	xxxx	xxxx	1073	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.10	xxxx	0.17	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT
Shared Cap.:	xxxx	436	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	1.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	16.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.3		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*		*		*	

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: D

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM  
 Base Vol: 57 258 136 174 187 113 137 267 27 311 391 93  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 73 330 174 223 239 145 175 342 35 398 500 119  
 Added Vol: 0 14 130 3 17 7 3 29 0 150 67 5  
 HEADLANDS: 1 2 0 0 2 0 0 2 1 0 2 0  
 Initial Fut: 74 346 304 226 258 152 178 373 36 548 569 124  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 74 346 304 226 258 152 178 373 36 548 569 124  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 74 346 304 226 258 152 178 373 36 548 569 124  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 74 346 304 226 258 152 178 373 36 548 569 124

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1700 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.20 0.18 0.13 0.15 0.09 0.10 0.11 0.02 0.32 0.17 0.07  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:  
 Base Vol: 21 0 46 0 0 0 0 521 31 52 714 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 27 0 59 0 0 0 0 667 40 67 914 0  
 Added Vol: 5 0 43 0 0 0 0 158 3 31 217 0  
 HEADLANDS: 0 0 0 0 0 0 0 2 0 0 2 0  
 Initial Fut: 32 0 102 0 0 0 0 827 43 98 1133 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: 32 0 102 0 0 0 0 827 43 98 1133 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 32 0 102 0 0 0 0 827 43 98 1133 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 Vol.: 32 0 102 0 0 0 0 827 43 98 1133 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.24 0.00 0.76 0.00 0.00 0.00 0.00 1.90 0.10 1.00 2.00 0.00  
 Final Sat.: 405 0 1295 0 0 0 0 3233 167 1700 3400 0

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.26 0.26 0.06 0.33 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	42	2	21	30	4	35	22	501	40	103	631	49
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	54	3	27	38	5	45	28	641	51	132	808	63
Added Vol:	0	0	0	0	0	0	0	202	0	0	248	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	54	3	27	38	5	45	28	845	51	132	1058	63
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:	54	3	0	38	5	45	28	845	51	132	1058	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	3	0	38	5	45	28	845	51	132	1058	63
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 Vol.:	54	3	0	38	5	45	28	845	51	132	1058	63

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.43	0.06	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	739	99	862	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.00	0.02	0.05	0.05	0.02	0.25	0.03	0.08	0.31	0.04
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	98	316	121	288	442	125	94	502	65	189	497	271
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	125	404	155	369	566	160	120	643	83	242	636	347
Added Vol:	0	11	22	0	14	0	0	0	0	0	0	0
HEADLANDS:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	125	416	179	369	582	160	120	643	83	242	636	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	416	179	369	582	160	120	643	83	242	636	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	416	179	369	582	160	120	643	83	242	636	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	125	416	179	369	582	160	120	643	83	242	636	347

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2378	1022	1700	2667	733	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.18	0.18	0.22	0.22	0.22	0.07	0.19	0.05	0.14	0.19	0.20
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 63 Level Of Service: D

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

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	68	118	331	276	191	176	328	1451	152	383	929	133
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	87	151	424	353	244	225	420	1857	195	490	1189	170
Added Vol:	0	33	169	0	14	0	0	0	0	234	0	0
HEADLANDS:	0	0	0	0	0	2	3	25	0	0	26	0
Initial Fut:	87	184	593	353	258	227	423	1882	195	724	1215	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	184	593	353	258	227	423	1882	195	724	1215	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	184	593	353	258	227	423	1882	195	724	1215	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	184	593	353	258	227	423	1882	195	724	1215	170

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	2.63	0.37
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	5100	1700	3400	4473	627

## Capacity Analysis Module:

Vol/Sat:	0.05	0.11	0.17	0.10	0.15	0.13	0.25	0.37	0.11	0.21	0.27	0.27
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.640  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	2

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

Base Vol:	0	0	0	42	0	46	67	1750	0	62	1341	53
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	54	0	59	86	2240	0	79	1716	68
Added Vol:	0	0	0	0	0	0	0	169	0	0	234	0
HEADLANDS:	0	0	0	0	0	0	0	25	0	0	26	0
Initial Fut:	0	0	0	54	0	59	86	2434	0	79	1976	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	54	0	59	86	2434	0	79	1976	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	59	86	2434	0	79	1976	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
Final Vol.:	0	0	0	54	0	59	86	2434	0	79	1976	68

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.48	0.00	0.52	1.00	3.00	0.00	1.00	2.90	0.10
Final Sat.:	0	0	0	811	0	889	1700	5100	0	1700	4931	169

## Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.48	0.00	0.05	0.40	0.40
Crit Moves:				****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

Intersection #113 CAMINO CAPISTRANO/STONEHILL DR

Cycle (sec): 100 Critical Vol./Cap. (X): 1.093  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	1	0	2	0	2	0	0

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	434	322	221	0	0	556	1.00	1.00	556	0	556	1.00	1.00	556
South Bound	322	221	128	0	0	412	1.00	1.00	412	0	412	1.00	1.00	412
East Bound	221	128	283	0	0	283	1.00	1.00	283	0	283	1.00	1.00	283
West Bound	128	283	45	0	0	1632	1.00	1.00	1632	0	1632	1.00	1.00	1632
Final	1632	490	210	506	474	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
North Bound	1700	1.00	1.00	1952
South Bound	1700	1.00	1.00	1448
East Bound	1700	1.00	2.00	1700
West Bound	1700	1.00	2.00	3400
Final	1700	1.00	0.00	1700

Capacity Analysis Module:

	Vol/Sat:	Crit Moves:
North Bound	0.28 0.28 0.17	0.03 0.48 0.14
South Bound	0.12 0.16 0.28	0.00 0.00 0.00
East Bound	0.00 0.00 0.00	0.00 0.00 0.00
West Bound	0.00 0.00 0.00	0.00 0.00 0.00

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

Intersection #114 I-5 SB OFF-RAMP/SR-1 (PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.341  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	0	0	0	0	0	0	1.00	1.00	0	0	0	1.00	1.00	0
South Bound	184	0	0	0	0	437	1.00	1.00	437	0	437	1.00	1.00	437
East Bound	0	0	0	0	0	0	1.00	1.00	0	0	0	1.00	1.00	0
West Bound	0	0	0	0	0	0	1.00	1.00	0	0	0	1.00	1.00	0
Final	437	1299	0	259	86	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
North Bound	1700	1.00	1.00	1700
South Bound	1700	1.00	1.00	1700
East Bound	1700	1.00	1.00	1700
West Bound	1700	1.00	1.00	1700
Final	1700	1.00	1.00	1700

Capacity Analysis Module:

	Vol/Sat:	Crit Moves:
North Bound	0.00 0.00 0.00	0.07 0.00 0.00
South Bound	0.00 0.21 0.00	0.00 0.22 0.00
East Bound	0.00 0.00 0.00	0.00 0.00 0.00
West Bound	0.00 0.00 0.00	0.00 0.00 0.00

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 16 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	18	72	4	0	77	64	353	512	0	417	8
Added Vol:	41	0	0	0	0	0	0	0	124	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	50	18	72	4	0	77	64	353	659	0	417	8
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:	50	18	72	4	0	77	64	353	0	0	417	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	18	72	4	0	77	64	353	0	0	417	8
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
Final Vol.:	50	18	72	4	0	77	64	353	0	0	417	8

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.26	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1250	450	1700	1700	0	1700	1700	3400	1700	0	5008	92

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.04	0.00	0.00	0.05	0.04	0.10	0.00	0.00	0.08	0.08
Crit Moves:	****					****	****				****	

\*\*\*\*\*



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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #101 Street of the Blue Lantern/PCH  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.753  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 44 Level Of Service: C

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

Volume Module:

Base Vol:	92	14	95	40	9	10	12	1307	37	73	1143	30
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	118	18	122	51	12	13	15	1673	47	93	1463	38
Added Vol:	0	0	0	0	0	0	0	17	0	0	13	0
HEADLANDS:	13	4	15	0	3	16	10	67	0	12	84	0
Initial Fut:	131	22	137	51	15	29	25	1757	47	105	1560	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	22	137	51	15	29	25	1757	47	105	1560	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	22	137	51	15	29	25	1757	47	105	1560	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	22	137	51	15	29	25	1757	47	105	1560	38

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3311	89	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.08	0.01	0.08	0.03	0.01	0.02	0.01	0.53	0.53	0.06	0.46	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #102 ST OF THE GOLDEN LANTERN/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 1:30-2:30 PM

Base Vol:	46	442	44	311	648	68	64	295	42	133	244	290
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	59	566	56	398	829	87	82	378	54	170	312	371
Added Vol:	0	13	0	0	16	0	0	0	0	0	0	0
HEADLANDS:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	59	589	56	398	855	87	82	378	54	170	312	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	589	56	398	855	87	82	378	54	170	312	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	589	56	398	855	87	82	378	54	170	312	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	59	589	56	398	855	87	82	378	54	170	312	371

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.03	0.23	0.25	0.05	0.05	0.11	0.03	0.10	0.09	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 294 423 0 0 746 221 0 0 0 175 688 149  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 376 541 0 0 955 283 0 0 0 224 881 191  
 Added Vol: 13 13 0 0 16 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 397 564 0 0 971 293 0 0 0 224 946 191  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 397 564 0 0 971 293 0 0 0 224 946 191  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 397 564 0 0 971 293 0 0 0 224 946 191  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 397 564 0 0 971 293 0 0 0 224 946 191

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.17 0.00 0.00 0.19 0.17 0.00 0.00 0.00 0.13 0.19 0.11  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM  
 Base Vol: 0 519 57 502 229 0 231 1079 199 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 664 73 643 293 0 296 1381 255 0 0 0  
 Added Vol: 0 26 0 0 16 0 0 0 17 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 698 73 643 309 0 306 1436 280 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: 0 698 0 643 309 0 306 1436 280 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 698 0 643 309 0 306 1436 280 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 Vol.: 0 698 0 643 309 0 306 1436 280 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.21 0.00 0.19 0.09 0.00 0.18 0.28 0.16 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #105 ISLAND WAY/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: C[ 18.6]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	29	0	156	0	0	0	0	275	35	187	327	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	37	0	200	0	0	0	0	352	45	239	419	0
Added Vol:	0	0	25	0	0	0	0	-8	0	17	-18	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	37	0	225	0	0	0	0	348	45	256	405	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:	37	0	225	0	0	0	0	348	45	256	405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	0	225	0	0	0	0	348	45	256	405	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1063	xxxx	348	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	xxxx	xxxxx
Potent Cap.:	249	xxxx	700	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx
Move Cap.:	207	xxxx	700	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx
Volume/Cap:	0.18	xxxx	0.32	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.22	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	524	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	18.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.6			xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	C			*			*			*			*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #106 CASITAS PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[ 19.4]  
\*\*\*\*\*

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	0	1	1	0	2

Volume Module:

Base Vol:	23	0	62	0	0	0	0	397	39	110	491	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	29	0	79	0	0	0	0	508	50	141	628	0
Added Vol:	0	0	29	0	0	0	0	17	0	31	-1	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	29	0	108	0	0	0	0	529	50	172	631	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:	29	0	108	0	0	0	0	529	50	172	631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	108	0	0	0	0	529	50	172	631	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1188	xxxx	529	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	579	xxxx	xxxxx
Potent Cap.:	210	xxxx	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx
Move Cap.:	182	xxxx	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	0.20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.17	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	386	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	19.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	19.4			xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	C			*			*			*			*		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 71 Level Of Service: D

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 72 268 172 185 163 111 136 279 33 331 377 95  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 92 343 220 237 209 142 174 357 42 424 483 122  
 Added Vol: 0 12 111 11 17 4 5 41 0 157 26 9  
 HEADLANDS: 2 4 0 0 4 0 0 4 2 0 4 0  
 Initial Fut: 94 359 331 248 230 146 179 402 44 581 513 131  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 94 359 331 248 230 146 179 402 44 581 513 131  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 94 359 331 248 230 146 179 402 44 581 513 131  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 94 359 331 248 230 146 179 402 44 581 513 131

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1700 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.21 0.19 0.15 0.14 0.09 0.11 0.12 0.03 0.34 0.15 0.08  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:  
 Base Vol: 32 0 72 0 0 0 0 591 43 70 713 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 41 0 92 0 0 0 0 756 55 90 913 0  
 Added Vol: 9 0 83 0 0 0 0 152 11 103 183 0  
 HEADLANDS: 0 0 0 0 0 0 0 4 0 0 4 0  
 Initial Fut: 50 0 175 0 0 0 0 912 66 193 1100 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: 50 0 175 0 0 0 0 912 66 193 1100 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 50 0 175 0 0 0 0 912 66 193 1100 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 Vol.: 50 0 175 0 0 0 0 912 66 193 1100 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.22 0.00 0.78 0.00 0.00 0.00 0.00 1.87 0.13 1.00 2.00 0.00  
 Final Sat.: 377 0 1323 0 0 0 0 3171 229 1700 3400 0

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.00 0.13 0.00 0.00 0.00 0.00 0.29 0.29 0.11 0.32 0.00  
 Crit Moves: \*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #109 ST OF THE PARK LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 26 Level Of Service: A

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

## Volume Module:

Base Vol:	49	12	17	35	4	83	28	581	53	117	649	91
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	63	15	22	45	5	106	36	744	68	150	831	116
Added Vol:	0	0	0	0	0	0	0	235	0	0	285	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	63	15	22	45	5	106	36	983	68	150	1120	116
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:	63	15	0	45	5	106	36	983	68	150	1120	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	15	0	45	5	106	36	983	68	150	1120	116
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 Vol.:	63	15	0	45	5	106	36	983	68	150	1120	116

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.29	0.03	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	488	56	1157	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.00	0.03	0.09	0.09	0.02	0.29	0.04	0.09	0.33	0.07
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #110 DEL OBISPO ST/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: C

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

Volume Module: &gt;&gt; Count Date: 25 May 2003 &lt;&lt; 2:30-3:30 PM

Base Vol:	82	239	86	248	457	136	83	600	61	185	571	177
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	105	306	110	317	585	174	106	768	78	237	731	227
Added Vol:	0	13	25	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	319	135	317	601	174	106	768	78	237	731	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	319	135	317	601	174	106	768	78	237	731	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	319	135	317	601	174	106	768	78	237	731	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	105	319	135	317	601	174	106	768	78	237	731	227

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2388	1012	1700	2636	764	1700	3400	1700	1700	3400	1700

## Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.19	0.23	0.23	0.06	0.23	0.05	0.14	0.21	0.13
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #111 DEL OBISPO ST/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	2	1	1	0	3	0	2	1

Volume Module: >> Count Date: 25 May 2003 << 2:00-3:00 PM

Base Vol:	89	124	309	221	174	122	197	1226	151	385	786	70
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	114	159	396	283	223	156	252	1569	193	493	1006	90
Added Vol:	0	38	196	0	16	0	0	0	0	269	0	0
HEADLANDS:	0	0	0	0	0	3	6	41	0	0	55	0
Initial Fut:	114	197	592	283	239	159	258	1610	193	762	1061	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	197	592	283	239	159	258	1610	193	762	1061	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	197	592	283	239	159	258	1610	193	762	1061	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	114	197	592	283	239	159	258	1610	193	762	1061	90

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	2.77	0.23
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	5100	1700	3400	4703	397

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.17	0.08	0.14	0.09	0.15	0.32	0.11	0.22	0.23	0.23
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #112 DOHENY PARK PLAZA/PACIFIC COAST HIGHWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	45	0	45	62	1737	0	74	1416	36
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	58	0	58	79	2223	0	95	1812	46
Added Vol:	0	0	0	0	0	0	0	196	0	0	269	0
HEADLANDS:	0	0	0	0	0	0	0	41	0	0	55	0
Initial Fut:	0	0	0	58	0	58	79	2460	0	95	2136	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:	0	0	0	58	0	58	79	2460	0	95	2136	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	58	79	2460	0	95	2136	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
Final Vol.:	0	0	0	58	0	58	79	2460	0	95	2136	46

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	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	0.50	0.00	0.50	1.00	3.00	0.00	1.00	2.94	0.06
Final Sat.:	0	0	0	850	0	850	1700	5100	0	1700	4992	108

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.48	0.00	0.06	0.43	0.43
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #113 CAMINO CAPISTRANO/STONEHILL DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 1.066  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	2	0	1	0	2	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 1:45-2:45 PM

Base Vol:	440	234	201	66	1256	535	182	444	384	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	563	300	257	84	1608	685	233	568	492	0	0	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	0	0
HEADLANDS:	0	0	0	0	0	0	0	3	0	0	0	0
Initial Fut:	563	300	257	84	1608	685	233	596	492	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:	563	300	257	84	1608	685	233	596	492	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	300	257	84	1608	685	233	596	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
Final Vol.:	563	300	257	84	1608	685	233	596	492	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.31	0.69	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2220	1180	1700	1700	3400	3400	1700	3400	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.25	0.25	0.15	0.05	0.47	0.20	0.14	0.18	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****					

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1 (PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 Level Of Service: A

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	208	0	0	0	585	917	0	211	76
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	266	0	0	0	749	1174	0	270	97
Added Vol:	0	0	0	0	0	206	0	144	0	0	48	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	266	0	248	0	922	1174	0	328	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	266	0	0	0	922	0	0	328	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	0	0	0	922	0	0	328	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	266	0	0	0	922	0	0	328	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.27	0.00	0.00	0.19	0.00
Crit Moves:	****			****			****			****		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1 (PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.278  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A

\*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Ignore Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 1 0 0 0 1 1 0 2 0 1 0 0 2 1 0  
 \*\*\*\*\*

## Volume Module:

Base Vol:	11	13	55	4	0	53	76	291	447	0	343	9
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	14	17	70	5	0	68	97	372	572	0	439	12
Added Vol:	48	0	0	0	0	0	0	0	144	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	72	17	70	5	0	68	97	372	745	0	439	12
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:	72	17	70	5	0	68	97	372	0	0	439	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	17	70	5	0	68	97	372	0	0	439	12
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
Final Vol.:	72	17	70	5	0	68	97	372	0	0	439	12

## Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1381	319	1700	1700	0	1700	1700	3400	1700	0	4970	130

## Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.04	0.00	0.00	0.04	0.06	0.11	0.00	0.00	0.09	0.09
Crit Moves:	****					****	****				****	

\*\*\*\*\*



**CMP - Forecast Year  
2012 Without Project Conditions**

A-12NP-AM Fri Sep 9, 2005 09:33:13 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM

Base Vol:	79	78	0	0	391	258	0	0	0	89	1190	128
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	85	83	0	0	418	276	0	0	0	95	1273	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	89	88	0	0	418	281	0	0	0	95	1303	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:	89	88	0	0	418	281	0	0	0	95	1303	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	88	0	0	418	281	0	0	0	95	1303	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 Vol.:	89	88	0	0	418	281	0	0	0	95	1303	137

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.03	0.00	0.00	0.08	0.17	0.00	0.00	0.00	0.06	0.26	0.08
Crit Moves:	****			****						****		

\*\*\*\*\*

A-12NP-AM Fri Sep 9, 2005 09:33:13 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.352  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM

Base Vol:	0	110	30	368	121	0	92	687	75	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	118	32	394	129	0	98	735	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	122	32	394	129	0	103	768	84	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	122	0	394	129	0	103	768	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	122	0	394	129	0	103	768	84	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 Vol.:	0	122	0	394	129	0	103	768	84	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.04	0.00	0.12	0.04	0.00	0.06	0.15	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

A-12NP-PM Fri Sep 9, 2005 09:33:49 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 249 357 0 0 441 226 0 0 0 279 1167 208  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 257 367 0 0 441 236 0 0 0 279 1232 208  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 257 367 0 0 441 236 0 0 0 279 1232 208  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 257 367 0 0 441 236 0 0 0 279 1232 208  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 257 367 0 0 441 236 0 0 0 279 1232 208  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.11 0.00 0.00 0.09 0.14 0.00 0.00 0.00 0.16 0.24 0.12  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

A-12NP-PM Fri Sep 9, 2005 09:33:49 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A  
\*\*\*\*\*

Approach:	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:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 521 33 485 201 0 136 1017 92 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 529 33 485 201 0 146 1071 100 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: 0 529 0 485 201 0 146 1071 100 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 529 0 485 201 0 146 1071 100 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 Vol.: 0 529 0 485 201 0 146 1071 100 0 0 0  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.00 0.14 0.06 0.00 0.09 0.21 0.06 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

B-12NP-NOON Fri Sep 9, 2005 09:37:03 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	1	0	0	3	0

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	299	436	0	0	712	278	0	0	162	736	169
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	320	467	0	0	762	297	0	0	173	788	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	30	0
Initial Fut:	324	472	0	0	762	302	0	0	173	818	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	324	472	0	0	762	302	0	0	173	818	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	472	0	0	762	302	0	0	173	818	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	324	472	0	0	762	302	0	0	173	818	181

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100

Capacity Analysis Module:

Vol/Sat:	0.19	0.14	0.00	0.00	0.15	0.18	0.00	0.00	0.00	0.10	0.16
Crit Moves:	****				****					****	

\*\*\*\*\*

B-12NP-NOON Fri Sep 9, 2005 09:37:03 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	2	0	2	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	0	424	39	645	285	0	319	1209	220	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	454	42	690	305	0	341	1294	235	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	458	42	690	305	0	346	1327	239	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	458	0	690	305	0	346	1327	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	0	690	305	0	346	1327	239	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 Vol.:	0	458	0	690	305	0	346	1327	239	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.00	0.20	0.09	0.00	0.20	0.26	0.14	0.00	0.00
Crit Moves:	****			****			****				

\*\*\*\*\*

B-12NP-PM

Fri Sep 9, 2005 09:37:23

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DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	0	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	294	423	0	0	746	221	0	0	0	175	688	1.00	1.00	1.00
South Bound	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
East Bound	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
West Bound	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.19	0.14	0.00	0.00	0.16	0.14	0.00	0.00	0.00	0.11	0.16	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

B-12NP-PM

Fri Sep 9, 2005 09:37:23

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DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	0	519	57	502	229	0	1.00	1.00	1.00	0	231	1079	1.00	1.00
South Bound	0	0	0	0	0	0	1.00	1.00	1.00	0	0	0	1.00	1.00
East Bound	0	555	61	537	245	0	1.00	1.00	1.00	0	247	1155	1.00	1.00
West Bound	0	0	0	0	0	0	1.00	1.00	1.00	0	0	0	1.00	1.00

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.16	0.07	0.00	0.15	0.24	0.13	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

**CMP - Forecast Year  
2012 With Commercial Core Project Conditions**

A-12WP-AM Fri Nov 18, 2005 13:23:12 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 3 0 1	0 0 0 0 0	1 0 3 0 1

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM

Base Vol:	79	78	0	0	391	258	0	0	0	89	1190	128
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	85	83	0	0	418	276	0	0	0	95	1273	137
Added Vol:	9	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	98	97	0	0	428	281	0	0	0	95	1303	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:	98	97	0	0	428	281	0	0	0	95	1303	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	97	0	0	428	281	0	0	0	95	1303	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 Vol.:	98	97	0	0	428	281	0	0	0	95	1303	137

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.06	0.03	0.00	0.00	0.08	0.17	0.00	0.00	0.00	0.06	0.26	0.08
Crit Moves:	****				****					****		

\*\*\*\*\*

A-12WP-AM Fri Nov 18, 2005 13:23:12 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ignore	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 1	2 0 2 0 0	1 0 3 0 1	0 0 0 0 0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM

Base Vol:	0	110	30	368	121	0	92	687	75	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	118	32	394	129	0	98	735	80	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	10	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	141	32	394	139	0	103	768	94	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	141	0	394	139	0	103	768	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	141	0	394	139	0	103	768	94	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 Vol.:	0	141	0	394	139	0	103	768	94	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.04	0.00	0.12	0.04	0.00	0.06	0.15	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

A-12WP-PM Fri Nov 18, 2005 13:23:41 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 3 0 1	0 0 0 0 0	1 0 3 0 1

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM

Base Vol:	233	334	0	0	412	211	0	0	261	1091	194
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	249	357	0	0	441	226	0	0	279	1167	208
Added Vol:	11	11	0	0	14	0	0	0	0	0	0
HEADLANDS:	8	10	0	0	0	10	0	0	0	65	0
Initial Fut:	268	378	0	0	455	236	0	0	279	1232	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	378	0	0	455	236	0	0	279	1232	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	378	0	0	455	236	0	0	279	1232	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	268	378	0	0	455	236	0	0	279	1232	208

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100

Capacity Analysis Module:

Vol/Sat:	0.16	0.11	0.00	0.00	0.09	0.14	0.00	0.00	0.00	0.16	0.24
Crit Moves:	****					****					****

\*\*\*\*\*

A-12WP-PM Fri Nov 18, 2005 13:23:41 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ignore	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 1	2 0 2 0 0	1 0 3 0 1	0 0 0 0 0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM

Base Vol:	0	487	31	453	188	0	127	950	86	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	521	33	485	201	0	136	1017	92	0	0	0
Added Vol:	0	21	0	0	14	0	0	0	14	0	0	0
HEADLANDS:	0	8	0	0	0	0	10	55	8	0	0	0
Initial Fut:	0	550	33	485	215	0	146	1071	114	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	550	0	485	215	0	146	1071	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	0	485	215	0	146	1071	114	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 Vol.:	0	550	0	485	215	0	146	1071	114	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.00	0.14	0.06	0.00	0.09	0.21	0.07	0.00	0.00
Crit Moves:	****			****				****			

\*\*\*\*\*



B-12WP-NOON Fri Nov 18, 2005 13:25:32 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM  
 Base Vol: 299 436 0 0 712 278 0 0 0 162 736 169  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 320 467 0 0 762 297 0 0 0 173 788 181  
 Added Vol: 9 9 0 0 10 0 0 0 0 0 0 0  
 HEADLANDS: 4 5 0 0 0 5 0 0 0 0 30 0  
 Initial Fut: 333 481 0 0 772 302 0 0 0 173 818 181  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 333 481 0 0 772 302 0 0 0 173 818 181  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 333 481 0 0 772 302 0 0 0 173 818 181  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 333 481 0 0 772 302 0 0 0 173 818 181

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.20 0.14 0.00 0.00 0.15 0.18 0.00 0.00 0.00 0.10 0.16 0.11  
 Crit Moves: \*\*\*\*

B-12WP-NOON Fri Nov 18, 2005 13:25:32 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM  
 Base Vol: 0 424 39 645 285 0 319 1209 220 0 0 0  
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07  
 Initial Bse: 0 454 42 690 305 0 341 1294 235 0 0 0  
 Added Vol: 0 19 0 0 10 0 0 0 10 0 0 0  
 HEADLANDS: 0 4 0 0 0 0 5 33 4 0 0 0  
 Initial Fut: 0 477 42 690 315 0 346 1327 249 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: 0 477 0 690 315 0 346 1327 249 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 477 0 690 315 0 346 1327 249 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 Vol.: 0 477 0 690 315 0 346 1327 249 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.14 0.00 0.20 0.09 0.00 0.20 0.26 0.15 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

B-12WP-PM Fri Nov 18, 2005 13:25:45 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	294	423	0	0	746	221	0	0	0	175	688	149
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	315	453	0	0	798	236	0	0	0	187	736	159
Added Vol:	11	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	8	10	0	0	0	10	0	0	0	0	65	0
Initial Fut:	334	474	0	0	812	246	0	0	0	187	801	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	474	0	0	812	246	0	0	0	187	801	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	474	0	0	812	246	0	0	0	187	801	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	334	474	0	0	812	246	0	0	0	187	801	159

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.20	0.14	0.00	0.00	0.16	0.14	0.00	0.00	0.00	0.11	0.16	0.09
Crit Moves:	****			****						****		

B-12WP-PM Fri Nov 18, 2005 13:25:45 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2012 WITH COMMERCIAL CORE WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM

Base Vol:	0	519	57	502	229	0	231	1079	199	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	555	61	537	245	0	247	1155	213	0	0	0
Added Vol:	0	21	0	0	14	0	0	0	14	0	0	0
HEADLANDS:	0	8	0	0	0	0	10	55	8	0	0	0
Initial Fut:	0	584	61	537	259	0	257	1210	235	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	584	0	537	259	0	257	1210	235	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	584	0	537	259	0	257	1210	235	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 Vol.:	0	584	0	537	259	0	257	1210	235	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.16	0.08	0.00	0.15	0.24	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

**CMP - Forecast Buildout Year  
2030 Without Project Conditions**

A-30NP-AM Fri Sep 9, 2005 09:46:52 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 79 78 0 0 391 258 0 0 0 89 1190 128  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 101 100 0 0 500 330 0 0 0 114 1523 164  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 4 5 0 0 0 5 0 0 0 0 30 0  
 Initial Fut: 105 105 0 0 500 335 0 0 0 114 1553 164  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 105 105 0 0 500 335 0 0 0 114 1553 164  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 105 105 0 0 500 335 0 0 0 114 1553 164  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 105 105 0 0 500 335 0 0 0 114 1553 164

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.03 0.00 0.00 0.10 0.20 0.00 0.00 0.00 0.07 0.30 0.10  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

A-30NP-AM Fri Sep 9, 2005 09:46:52 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.410  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM  
 Base Vol: 0 110 30 368 121 0 92 687 75 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 141 38 471 155 0 118 879 96 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 4 0 0 0 0 5 33 4 0 0 0  
 Initial Fut: 0 145 38 471 155 0 123 912 100 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: 0 145 0 471 155 0 123 912 100 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 145 0 471 155 0 123 912 100 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 Vol.: 0 145 0 471 155 0 123 912 100 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.04 0.00 0.14 0.05 0.00 0.07 0.18 0.06 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

A-30NP-PM Fri Sep 9, 2005 09:47:13 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: B

\*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 0 0 0 3 0 1 0 0 0 0 1

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 298 428 0 0 527 270 0 0 0 334 1396 248  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 306 438 0 0 527 280 0 0 0 334 1461 248  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 306 438 0 0 527 280 0 0 0 334 1461 248  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 306 438 0 0 527 280 0 0 0 334 1461 248  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 306 438 0 0 527 280 0 0 0 334 1461 248

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.13 0.00 0.00 0.10 0.16 0.00 0.00 0.00 0.20 0.29 0.15  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

A-30NP-PM Fri Sep 9, 2005 09:47:13 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: B

\*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Ignore Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 3 0 1

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 623 40 580 241 0 163 1216 110 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 631 40 580 241 0 173 1271 118 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: 0 631 0 580 241 0 173 1271 118 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 631 0 580 241 0 173 1271 118 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 Vol.: 0 631 0 580 241 0 173 1271 118 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.19 0.00 0.17 0.07 0.00 0.10 0.25 0.07 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

B-30NP-NOON Fri Sep 9, 2005 09:47:34 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM

Base Vol:	299	436	0	0	712	278	0	0	0	162	736	169
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	383	558	0	0	911	356	0	0	0	207	942	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	387	563	0	0	911	361	0	0	0	207	972	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	563	0	0	911	361	0	0	0	207	972	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	563	0	0	911	361	0	0	0	207	972	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	387	563	0	0	911	361	0	0	0	207	972	216

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.23	0.17	0.00	0.00	0.18	0.21	0.00	0.00	0.00	0.12	0.19	0.13
Crit Moves:	****			****						****		

B-30NP-NOON Fri Sep 9, 2005 09:47:34 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM

Base Vol:	0	424	39	645	285	0	319	1209	220	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	543	50	826	365	0	408	1548	282	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	547	50	826	365	0	413	1581	286	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	547	0	826	365	0	413	1581	286	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	0	826	365	0	413	1581	286	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 Vol.:	0	547	0	826	365	0	413	1581	286	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.00	0.24	0.11	0.00	0.24	0.31	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					

B-30NP-PM Fri Sep 9, 2005 09:48:00 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	294	423	0	0	746	221	0	0	0	175	688	149
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	376	541	0	0	955	283	0	0	0	224	881	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	8	10	0	0	0	10	0	0	0	0	65	0
Initial Fut:	384	551	0	0	955	293	0	0	0	224	946	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	551	0	0	955	293	0	0	0	224	946	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	551	0	0	955	293	0	0	0	224	946	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	384	551	0	0	955	293	0	0	0	224	946	191

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.23	0.16	0.00	0.00	0.19	0.17	0.00	0.00	0.00	0.13	0.19	0.11
Crit Moves:	****			****						****		

\*\*\*\*\*

B-30NP-PM Fri Sep 9, 2005 09:48:00 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: C

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

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM

Base Vol:	0	519	57	502	229	0	231	1079	199	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	664	73	643	293	0	296	1381	255	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	8	0	0	0	0	10	55	8	0	0	0
Initial Fut:	0	672	73	643	293	0	306	1436	263	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	672	0	643	293	0	306	1436	263	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	672	0	643	293	0	306	1436	263	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 Vol.:	0	672	0	643	293	0	306	1436	263	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.19	0.09	0.00	0.18	0.28	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

**CMP - Forecast Buildout Year  
2030 With Commercial Core Project Conditions**



A-30+COM-AM Fri Nov 18, 2005 13:27:43 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM

Base Vol:	79	78	0	0	391	258	0	0	0	89	1190	128
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	101	100	0	0	500	330	0	0	0	114	1523	164
Added Vol:	9	9	0	0	10	0	0	0	0	0	0	0
HEADLANDS:	4	5	0	0	0	5	0	0	0	0	30	0
Initial Fut:	114	114	0	0	510	335	0	0	0	114	1553	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	114	0	0	510	335	0	0	0	114	1553	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	114	0	0	510	335	0	0	0	114	1553	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	114	0	0	510	335	0	0	0	114	1553	164

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.03	0.00	0.00	0.10	0.20	0.00	0.00	0.00	0.07	0.30	0.10
Crit Moves:	****			****			****			****		

\*\*\*\*\*

A-30+COM-AM Fri Nov 18, 2005 13:27:43 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	0	2	0	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM

Base Vol:	0	110	30	368	121	0	92	687	75	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	141	38	471	155	0	118	879	96	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	10	0	0	0
HEADLANDS:	0	4	0	0	0	0	5	33	4	0	0	0
Initial Fut:	0	164	38	471	165	0	123	912	110	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	164	0	471	165	0	123	912	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	164	0	471	165	0	123	912	110	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 Vol.:	0	164	0	471	165	0	123	912	110	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.00	0.14	0.05	0.00	0.07	0.18	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

A-30+COM-PM Fri Nov 18, 2005 13:27:53 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	1	0	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM  
 Base Vol: 233 334 0 0 412 211 0 0 0 261 1091 194  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 298 428 0 0 527 270 0 0 0 334 1396 248  
 Added Vol: 11 11 0 0 14 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 317 449 0 0 541 280 0 0 0 334 1461 248  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 317 449 0 0 541 280 0 0 0 334 1461 248  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 317 449 0 0 541 280 0 0 0 334 1461 248  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 317 449 0 0 541 280 0 0 0 334 1461 248

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.19 0.13 0.00 0.00 0.11 0.16 0.00 0.00 0.00 0.20 0.29 0.15  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

A-30+COM-PM Fri Nov 18, 2005 13:27:53 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM  
 Base Vol: 0 487 31 453 188 0 127 950 86 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 623 40 580 241 0 163 1216 110 0 0 0  
 Added Vol: 0 21 0 0 14 0 0 0 14 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 652 40 580 255 0 173 1271 132 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: 0 652 0 580 255 0 173 1271 132 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 652 0 580 255 0 173 1271 132 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 Vol.: 0 652 0 580 255 0 173 1271 132 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.19 0.00 0.17 0.07 0.00 0.10 0.25 0.08 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

B-30+COM-NOON Fri Nov 18, 2005 13:28:01 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B

\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 0 0 0 3 0 1 0 0 0 0 1 0 3 0 1

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM  
Base Vol: 299 436 0 0 712 278 0 0 0 162 736 169  
Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
Initial Bse: 383 558 0 0 911 356 0 0 0 207 942 216  
Added Vol: 9 9 0 0 10 0 0 0 0 0 0 0  
HEADLANDS: 4 5 0 0 0 5 0 0 0 0 30 0  
Initial Fut: 396 572 0 0 921 361 0 0 0 207 972 216  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 396 572 0 0 921 361 0 0 0 207 972 216  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 396 572 0 0 921 361 0 0 0 207 972 216  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 396 572 0 0 921 361 0 0 0 207 972 216

## Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

## Capacity Analysis Module:

Vol/Sat: 0.23 0.17 0.00 0.00 0.18 0.21 0.00 0.00 0.00 0.12 0.19 0.13  
Crit Moves: \*\*\*\*

\*\*\*\*\*

B-30+COM-NOON Fri Nov 18, 2005 13:28:01 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

## Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: C

\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Ignore Include Include Include  
Min. Green: 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 3 0 1 0 0 0 0 0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM  
Base Vol: 0 424 39 645 285 0 319 1209 220 0 0 0  
Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
Initial Bse: 0 543 50 826 365 0 408 1548 282 0 0 0  
Added Vol: 0 19 0 0 10 0 0 0 10 0 0 0  
HEADLANDS: 0 4 0 0 0 0 5 33 4 0 0 0  
Initial Fut: 0 566 50 826 375 0 413 1581 296 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: 0 566 0 826 375 0 413 1581 296 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 566 0 826 375 0 413 1581 296 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 Vol.: 0 566 0 826 375 0 413 1581 296 0 0 0

## Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

## Capacity Analysis Module:

Vol/Sat: 0.00 0.17 0.00 0.24 0.11 0.00 0.24 0.31 0.17 0.00 0.00 0.00  
Crit Moves: \*\*\*\*

\*\*\*\*\*

B-30+COM-PM Fri Nov 18, 2005 13:28:09 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	294	423	0	0	746	221	0	0	0	175	688	149
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	376	541	0	0	955	283	0	0	0	224	881	191
Added Vol:	11	11	0	0	14	0	0	0	0	0	0	0
HEADLANDS:	8	10	0	0	0	10	0	0	0	0	65	0
Initial Fut:	395	562	0	0	969	293	0	0	0	224	946	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	562	0	0	969	293	0	0	0	224	946	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	562	0	0	969	293	0	0	0	224	946	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	395	562	0	0	969	293	0	0	0	224	946	191

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.23	0.17	0.00	0.00	0.19	0.17	0.00	0.00	0.00	0.13	0.19	0.11
Crit Moves:	****			****						****		

\*\*\*\*\*

B-30+COM-PM Fri Nov 18, 2005 13:28:09 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM

Base Vol:	0	519	57	502	229	0	231	1079	199	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	664	73	643	293	0	296	1381	255	0	0	0
Added Vol:	0	21	0	0	14	0	0	0	14	0	0	0
HEADLANDS:	0	8	0	0	0	0	0	10	55	8	0	0
Initial Fut:	0	693	73	643	307	0	306	1436	277	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	693	0	643	307	0	306	1436	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	693	0	643	307	0	306	1436	277	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 Vol.:	0	693	0	643	307	0	306	1436	277	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.19	0.09	0.00	0.18	0.28	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

**CMP - Forecast Buildout Year  
2030 With Harborwide Project Conditions**

A-30+HAR-AM Fri Nov 18, 2005 13:28:25 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.620  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 7:30-8:30 AM  
 Base Vol: 79 78 0 0 391 258 0 0 0 89 1190 128  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 101 100 0 0 500 330 0 0 0 114 1523 164  
 Added Vol: 11 11 0 0 14 0 0 0 0 0 0 0  
 HEADLANDS: 4 5 0 0 0 5 0 0 0 0 30 0  
 Initial Fut: 116 116 0 0 514 335 0 0 0 114 1553 164  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 116 116 0 0 514 335 0 0 0 114 1553 164  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 116 116 0 0 514 335 0 0 0 114 1553 164  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 116 116 0 0 514 335 0 0 0 114 1553 164  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.03 0.00 0.00 0.10 0.20 0.00 0.00 0.00 0.07 0.30 0.10  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

A-30+HAR-AM Fri Nov 18, 2005 13:28:25 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 7:45-8:45 AM  
 Base Vol: 0 110 30 368 121 0 92 687 75 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 141 38 471 155 0 118 879 96 0 0 0  
 Added Vol: 0 23 0 0 14 0 0 0 13 0 0 0  
 HEADLANDS: 0 4 0 0 0 0 5 33 4 0 0 0  
 Initial Fut: 0 168 38 471 169 0 123 912 113 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: 0 168 0 471 169 0 123 912 113 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 168 0 471 169 0 123 912 113 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 Vol.: 0 168 0 471 169 0 123 912 113 0 0 0  
 \*\*\*\*\*

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0  
 \*\*\*\*\*

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.05 0.00 0.14 0.05 0.00 0.07 0.18 0.07 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

A-30+HAR-PM Fri Nov 18, 2005 13:28:34 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 7 Mar 2003 << 4:45-5:45 PM

Base Vol:	233	334	0	0	412	211	0	0	0	261	1091	194
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	298	428	0	0	527	270	0	0	0	334	1396	248
Added Vol:	13	13	0	0	16	0	0	0	0	0	0	0
HEADLANDS:	8	10	0	0	0	10	0	0	0	0	65	0
Initial Fut:	319	451	0	0	543	280	0	0	0	334	1461	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	451	0	0	543	280	0	0	0	334	1461	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	451	0	0	543	280	0	0	0	334	1461	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Vol.:	319	451	0	0	543	280	0	0	0	334	1461	248

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	1700	3400	0	0	5100	1700	0	0	0	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.19	0.13	0.00	0.00	0.11	0.16	0.00	0.00	0.00	0.20	0.29	0.15
Crit Moves:	****			****			****			****		

\*\*\*\*\*

A-30+HAR-PM Fri Nov 18, 2005 13:28:34 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	0	2	0	0	0

Volume Module: >> Count Date: 7 Mar 2003 << 4:30-5:30 PM

Base Vol:	0	487	31	453	188	0	127	950	86	0	0	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	623	40	580	241	0	163	1216	110	0	0	0
Added Vol:	0	26	0	0	16	0	0	0	17	0	0	0
HEADLANDS:	0	8	0	0	0	0	0	10	55	8	0	0
Initial Fut:	0	657	40	580	257	0	173	1271	135	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	657	0	580	257	0	173	1271	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	657	0	580	257	0	173	1271	135	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 Vol.:	0	657	0	580	257	0	173	1271	135	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	5100	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.17	0.08	0.00	0.10	0.25	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

B-30+HAR-NOON Fri Nov 18, 2005 13:28:45 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 11:30-12:30 PM  
 Base Vol: 299 436 0 0 712 278 0 0 162 736 169  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 383 558 0 0 911 356 0 0 207 942 216  
 Added Vol: 11 11 0 0 14 0 0 0 0 0 0  
 HEADLANDS: 4 5 0 0 0 5 0 0 0 30 0  
 Initial Fut: 398 574 0 0 925 361 0 0 207 972 216  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 398 574 0 0 925 361 0 0 207 972 216  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 398 574 0 0 925 361 0 0 207 972 216  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 398 574 0 0 925 361 0 0 207 972 216

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.17 0.00 0.00 0.18 0.21 0.00 0.00 0.00 0.12 0.19 0.13  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

B-30+HAR-NOON Fri Nov 18, 2005 13:28:45 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 11:45-12:45 PM  
 Base Vol: 0 424 39 645 285 0 319 1209 220 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 543 50 826 365 0 408 1548 282 0 0 0  
 Added Vol: 0 23 0 0 14 0 0 0 13 0 0 0  
 HEADLANDS: 0 4 0 0 0 0 5 33 4 0 0 0  
 Initial Fut: 0 570 50 826 379 0 413 1581 299 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: 0 570 0 826 379 0 413 1581 299 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 570 0 826 379 0 413 1581 299 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 Vol.: 0 570 0 826 379 0 413 1581 299 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.17 0.00 0.24 0.11 0.00 0.24 0.31 0.18 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*



B-30+HAR-PM Fri Nov 18, 2005 13:28:55 Page 3-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #103 ST OF THE GOLDEN LANTERN/PACIFIC COAST HIGHWAY  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	3	0	0	0	1	0	3

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM  
 Base Vol: 294 423 0 0 746 221 0 0 0 175 688 149  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 376 541 0 0 955 283 0 0 0 224 881 191  
 Added Vol: 13 13 0 0 16 0 0 0 0 0 0 0  
 HEADLANDS: 8 10 0 0 0 10 0 0 0 0 65 0  
 Initial Fut: 397 564 0 0 971 293 0 0 0 224 946 191  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 397 564 0 0 971 293 0 0 0 224 946 191  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 397 564 0 0 971 293 0 0 0 224 946 191  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 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 Vol.: 397 564 0 0 971 293 0 0 0 224 946 191

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1700 3400 0 0 5100 1700 0 0 0 1700 5100 1700

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.17 0.00 0.00 0.19 0.17 0.00 0.00 0.00 0.13 0.19 0.11  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

B-30+HAR-PM Fri Nov 18, 2005 13:28:55 Page 4-1

DANA POINT HARBOR  
CMP-FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report

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

\*\*\*\*\*  
Intersection #104 ST OF THE GOLDEN LANTERN/DEL PRADO AVE  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	3	0	0	0

Volume Module: >> Count Date: 25 May 2003 << 2:15-3:15 PM  
 Base Vol: 0 519 57 502 229 0 231 1079 199 0 0 0  
 Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
 Initial Bse: 0 664 73 643 293 0 296 1381 255 0 0 0  
 Added Vol: 0 26 0 0 16 0 0 0 17 0 0 0  
 HEADLANDS: 0 8 0 0 0 0 10 55 8 0 0 0  
 Initial Fut: 0 698 73 643 309 0 306 1436 280 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: 0 698 0 643 309 0 306 1436 280 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 698 0 643 309 0 306 1436 280 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 Vol.: 0 698 0 643 309 0 306 1436 280 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.00 3.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3400 1700 3400 3400 0 1700 5100 1700 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.21 0.00 0.19 0.09 0.00 0.18 0.28 0.16 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

# **State Highway Intersection Analysis – Existing Conditions**

A-EX-AM Tue Jul 5, 2005 17:11:49 Page 3-1

DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.226  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 9.4  
Optimal Cycle: 17 Level Of Service: A

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	127	0	0	0	501	948	0	189	89
Growth Adj:	1.00	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	127	0	0	0	501	948	0	189	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	127	0	0	0	501	0	0	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	0	0	501	0	0	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	127	0	0	0	501	0	0	189	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.62	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2117	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.16	0.00	0.00	0.11	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.69	0.00	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.23	0.00	0.00	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	28.9	0.0	0.0	0.0	5.9	0.0	0.0	5.6	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	28.9	0.0	0.0	0.0	5.9	0.0	0.0	5.6	0.0
HCM2kAvg:	0	0	0	2	0	0	0	3	0	0	2	0

\*\*\*\*\*

A-EX-AM Tue Jul 5, 2005 17:11:49 Page 4-1

DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #115 I-5 NB RAMPS/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.211  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.5  
Optimal Cycle: 16 Level Of Service: B

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

Volume Module:

Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	34	36	0	94	28	218	408	0	615	11
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:	16	7	34	36	0	94	28	218	0	0	615	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	7	34	36	0	94	28	218	0	0	615	11
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
Final Vol.:	16	7	34	36	0	94	28	218	0	0	615	11

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.89	0.89	0.85	0.75	1.00	0.85	0.39	0.95	1.00	1.00	0.91	0.91
Lanes:	0.70	0.30	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1055	462	1445	1273	0	1445	663	3230	1700	0	4546	81

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.03	0.00	0.07	0.04	0.07	0.00	0.00	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.00	0.31	0.64	0.64	0.00	0.00	0.64	0.64
Volume/Cap:	0.05	0.05	0.08	0.09	0.00	0.21	0.07	0.11	0.00	0.00	0.21	0.21
Delay/Veh:	24.3	24.3	24.6	24.7	0.0	25.8	6.8	6.9	0.0	0.0	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	24.3	24.6	24.7	0.0	25.8	6.8	6.9	0.0	0.0	7.5	7.5
HCM2kAvg:	1	1	1	1	0	2	1	1	0	0	3	3

\*\*\*\*\*

A-EX-PM Tue Jul 5, 2005 17:12:20 Page 3-1

DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.372  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 16.1  
Optimal Cycle: 20 Level Of Service: B

\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	334	0	0	0	602	1248	0	155	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	334	0	0	0	602	1248	0	155	79
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	334	0	0	0	602	0	0	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	0	0	0	602	0	0	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	334	0	0	0	602	0	0	155	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.59	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2002	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.19	0.00	0.00	0.09	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.00	0.00	0.37	0.00	0.00	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	0.0	0.0	0.0	15.4	0.0	0.0	13.8	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	18.5	0.0	0.0	0.0	15.4	0.0	0.0	13.8	0.0
HCM2kAvg:	0	0	0	6	0	0	0	6	0	0	3	0

\*\*\*\*\*

A-EX-PM Tue Jul 5, 2005 17:12:20 Page 4-1

DANA POINT HARBOR  
EXISTING WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.212  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.0  
Optimal Cycle: 16 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	27	86	4	0	76	75	459	431	0	361	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:	3	27	86	4	0	76	75	459	431	0	361	8
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:	3	27	86	4	0	76	75	459	0	0	361	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	27	86	4	0	76	75	459	0	0	361	8
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
Final Vol.:	3	27	86	4	0	76	75	459	0	0	361	8

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.99	0.99	0.85	0.74	1.00	0.85	0.53	0.95	1.00	1.00	0.91	0.91
Lanes:	0.10	0.90	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	168	1515	1445	1263	0	1445	896	3230	1700	0	4527	100

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.02	0.06	0.00	0.00	0.05	0.08	0.14	0.00	0.00	0.08	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.00	0.28	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.06	0.06	0.21	0.01	0.00	0.19	0.13	0.21	0.00	0.00	0.12	0.12
Delay/Veh:	26.4	26.4	27.8	26.0	0.0	27.6	6.1	6.4	0.0	0.0	5.9	5.9
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:	26.4	26.4	27.8	26.0	0.0	27.6	6.1	6.4	0.0	0.0	5.9	5.9
HCM2kAvg:	1	1	2	0	0	2	2	3	0	0	1	1

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B-EX-NOON Tue Jul 5, 2005 17:13:06 Page 3-1

DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.255  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 12.4  
Optimal Cycle: 17 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

Base Vol:	0	0	184	0	897	0	437	1299	0	259	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
Initial Bse:	0	0	184	0	897	0	437	1299	0	259	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	184	0	0	0	437	0	0	259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	184	0	0	0	437	0	0	259	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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	184	0	0	0	437	0	0	259	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.60	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00
Final Sat.:	0	0	0	2048	0	1700	0	3230	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.14	0.00	0.00	0.15
Crit Moves:	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.60	0.00	0.00	0.60
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.23	0.00	0.00	0.25
Volume/Cap:	0.00	0.00	0.00	23.2	0.00	0.00	0.00	9.4	0.00	0.00	9.7
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	0.0	0.0	9.4	0.0	0.0	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	0.0	0.0	9.4	0.0	0.0	9.7
HCM2kAvg:	0	0	0	3	0	0	0	3	0	0	4

B-EX-NOON Tue Jul 5, 2005 17:13:06 Page 4-1

DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #115 I-5 NB RAMPS/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.134  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.1  
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0	1 0 0 0	1 0 2 0	0 0 2 1

Volume Module:

Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	14	56	3	0	60	50	276	400	0	326	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	14	56	3	0	60	50	276	0	0	326	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	14	56	3	0	60	50	276	0	0	326	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	14	56	3	0	60	50	276	0	0	326	6

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.98	0.98	0.85	0.75	1.00	0.85	0.54	0.95	1.00	1.00	0.91	0.91
Lanes:	0.18	0.82	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	295	1376	1445	1282	0	1445	925	3230	1700	0	4543	84

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.04	0.00	0.00	0.04	0.05	0.09	0.00	0.00	0.07	0.07
Crit Moves:	0.31	0.31	0.31	0.31	0.00	0.31	0.64	0.64	0.00	0.00	0.64	0.64
Green/Cycle:	0.03	0.03	0.12	0.01	0.00	0.13	0.08	0.13	0.00	0.00	0.11	0.11
Volume/Cap:	24.0	24.0	24.8	23.8	0.0	24.9	6.9	7.1	0.0	0.0	7.0	7.0
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	24.0	24.0	24.8	23.8	0.0	24.9	6.9	7.1	0.0	0.0	7.0	7.0
AdjDel/Veh:	0	0	1	0	0	1	1	2	0	0	1	1
HCM2kAvg:	0	0	1	0	0	1	1	2	0	0	1	1

B-EX-PM Tue Jul 5, 2005 17:13:33 Page 3-1

DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.298  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 12.5  
 Optimal Cycle: 18 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	208	0	816	0	585	917	0	211	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	208	0	816	0	585	917	0	211	76
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	0	0	208	0	0	0	585	0	0	211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	208	0	0	0	585	0	0	211	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Final Vol.:	0	0	208	0	0	0	585	0	0	211	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.60	1.00	1.00	1.00	0.95	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00
Final Sat.:	0	0	0	2032	0	1700	0	3230	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.18	0.00	0.00	0.12	0.00
Crit Moves:				****			****			****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.00	0.30	0.00	0.00	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	24.3	0.0	0.0	9.5	0.0	0.0	8.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.3	0.0	0.0	9.5	0.0	0.0	8.9	0.0
HCM2kAvg:	0	0	0	4	0	0	4	0	0	3	0

B-EX-PM Tue Jul 5, 2005 17:13:33 Page 4-1

DANA POINT HARBOR  
EXISTING WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)

Intersection #115 I-5 NB RAMPS/SR-1(PCH)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.135  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 9.3  
 Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 0 1	1 0 0 0 1	1 0 2 0 1	0 0 2 1 0

Volume Module:

Base Vol:	11	13	55	4	0	53	76	291	447	0	343	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:	11	13	55	4	0	53	76	291	447	0	343	9
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:	11	13	55	4	0	53	76	291	0	0	343	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	13	55	4	0	53	76	291	0	0	343	9
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
Final Vol.:	11	13	55	4	0	53	76	291	0	0	343	9

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.93	0.93	0.85	0.75	1.00	0.85	0.54	0.95	1.00	1.00	0.91	0.91
Lanes:	0.46	0.54	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	727	859	1445	1273	0	1445	910	3230	1700	0	4504	118

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.04	0.00	0.00	0.04	0.08	0.09	0.00	0.00	0.08	0.08
Crit Moves:			****				****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.00	0.28	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.05	0.05	0.13	0.01	0.00	0.13	0.13	0.13	0.00	0.00	0.11	0.11
Delay/Veh:	26.2	26.2	26.9	25.9	0.0	26.9	6.1	6.1	0.0	0.0	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	26.2	26.9	25.9	0.0	26.9	6.1	6.1	0.0	0.0	6.0	6.0
HCM2kAvg:	1	1	1	0	0	1	2	2	0	0	1	1

**State Highway Intersection Analysis –  
Forecast Buildout Year 2030  
Without Project Conditions**

A-30NP-AM Tue Jul 5, 2005 17:23:52 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.299  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 9.7  
Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	127	0	0	501	948	0	189	89	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	163	0	0	641	1213	0	242	114	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	163	0	20	664	1213	0	247	114	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	163	0	0	664	0	0	247	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	0	664	0	0	247	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	163	0	0	664	0	0	247	0	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.61	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2071	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.21	0.00	0.00	0.15	0.00
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.69	0.00	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.30	0.00	0.00	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	29.8	0.0	0.0	0.0	6.2	0.0	0.0	5.8	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	29.8	0.0	0.0	0.0	6.2	0.0	0.0	5.8	0.0
HCM2kAvg:	0	0	0	3	0	0	0	4	0	0	3	0

\*\*\*\*\*

A-30NP-AM Tue Jul 5, 2005 17:23:52 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.270  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.8  
Optimal Cycle: 17 Level Of Service: B

\*\*\*\*\*

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

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	20	9	44	46	0	120	36	279	522	0	787	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	25	9	44	46	0	120	36	279	545	0	787	14
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:	25	9	44	46	0	120	36	279	0	0	787	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	9	44	46	0	120	36	279	0	0	787	14
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
Final Vol.:	25	9	44	46	0	120	36	279	0	0	787	14

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.86	0.86	0.85	0.74	1.00	0.85	0.32	0.95	1.00	1.00	0.91	0.91
Lanes:	0.74	0.26	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1087	382	1445	1258	0	1445	542	3230	1700	0	4546	81

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.02	0.03	0.04	0.00	0.08	0.07	0.09	0.00	0.00	0.17	0.17
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.00	0.31	0.64	0.64	0.00	0.00	0.64	0.64
Volume/Cap:	0.08	0.08	0.10	0.12	0.00	0.27	0.10	0.13	0.00	0.00	0.27	0.27
Delay/Veh:	24.6	24.6	24.7	25.0	0.0	26.4	7.0	7.1	0.0	0.0	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	24.6	24.7	25.0	0.0	26.4	7.0	7.1	0.0	0.0	7.8	7.8
HCM2kAvg:	1	1	1	1	0	3	1	2	0	0	4	4

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A-30NP-PM Tue Jul 5, 2005 17:24:03 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 17.1  
Optimal Cycle: 24 Level Of Service: B

\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

Base Vol:	0	0	0	334	0	0	0	602	1248	0	155	79
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	428	0	0	0	771	1597	0	198	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	428	0	42	0	800	1597	0	208	101
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	428	0	0	0	800	0	0	208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	428	0	0	0	800	0	0	208	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	428	0	0	0	800	0	0	208	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.59	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2002	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.25	0.00	0.00	0.12	0.00
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.51	0.00	0.00	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.00	0.00	0.49	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	20.4	0.0	0.0	0.0	16.2	0.0	0.0	13.8	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	20.4	0.0	0.0	0.0	16.2	0.0	0.0	13.8	0.0
HCM2kAvg:	0	0	0	8	0	0	0	8	0	0	4	0

\*\*\*\*\*

A-30NP-PM Tue Jul 5, 2005 17:24:04 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.4  
Optimal Cycle: 18 Level Of Service: B

\*\*\*\*\*

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

Volume Module:

Base Vol:	3	27	86	4	0	76	75	459	431	0	361	8
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	35	110	5	0	97	96	588	552	0	462	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	35	110	5	0	97	96	588	581	0	462	10
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:	14	35	110	5	0	97	96	588	0	0	462	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	35	110	5	0	97	96	588	0	0	462	10
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
Final Vol.:	14	35	110	5	0	97	96	588	0	0	462	10

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.95	0.95	0.85	0.73	1.00	0.85	0.47	0.95	1.00	1.00	0.91	0.91
Lanes:	0.29	0.71	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	462	1154	1445	1239	0	1445	796	3230	1700	0	4527	100

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.08	0.00	0.00	0.07	0.12	0.18	0.00	0.00	0.10	0.10
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.00	0.28	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.11	0.11	0.27	0.01	0.00	0.24	0.18	0.27	0.00	0.00	0.15	0.15
Delay/Veh:	26.8	26.8	28.4	26.0	0.0	28.1	6.4	6.7	0.0	0.0	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	26.8	28.4	26.0	0.0	28.1	6.4	6.7	0.0	0.0	6.1	6.1
HCM2kAvg:	1	1	3	0	0	2	2	4	0	0	2	2

\*\*\*\*\*

B-30NP-NOON Tue Jul 5, 2005 17:24:12 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 12.9  
Optimal Cycle: 19 Level Of Service: B

\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

Base Vol:	0	0	0	184	0	0	0	437	1299	0	259	86
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	236	0	0	0	559	1663	0	332	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	236	0	20	0	582	1663	0	337	110
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	236	0	0	0	582	0	0	337	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	236	0	0	0	582	0	0	337	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	236	0	0	0	582	0	0	337	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.59	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2018	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.18	0.00	0.00	0.20	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.30	0.00	0.00	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	0.0	0.0	0.0	10.0	0.0	0.0	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	0.0	0.0	0.0	10.0	0.0	0.0	10.3	0.0
HCM2kAvg:	0	0	0	4	0	0	0	4	0	0	5	0

\*\*\*\*\*

B-30NP-NOON Tue Jul 5, 2005 17:24:12 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITHOUT PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.171  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.4  
Optimal Cycle: 16 Level Of Service: B

\*\*\*\*\*

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

Volume Module:

Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	18	72	4	0	77	64	353	512	0	417	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	9	18	72	4	0	77	64	353	535	0	417	8
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:	9	18	72	4	0	77	64	353	0	0	417	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	18	72	4	0	77	64	353	0	0	417	8
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
Final Vol.:	9	18	72	4	0	77	64	353	0	0	417	8

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.96	0.96	0.85	0.75	1.00	0.85	0.49	0.95	1.00	1.00	0.91	0.91
Lanes:	0.33	0.67	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	536	1087	1445	1268	0	1445	836	3230	1700	0	4543	84

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.05	0.00	0.00	0.05	0.08	0.11	0.00	0.00	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.00	0.31	0.64	0.64	0.00	0.00	0.64	0.64
Volume/Cap:	0.05	0.05	0.16	0.01	0.00	0.17	0.12	0.17	0.00	0.00	0.14	0.14
Delay/Veh:	24.2	24.2	25.2	23.8	0.0	25.3	7.1	7.3	0.0	0.0	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	24.2	25.2	23.8	0.0	25.3	7.1	7.3	0.0	0.0	7.2	7.2
HCM2kAvg:	1	1	2	0	0	2	2	2	0	0	2	2

\*\*\*\*\*

Level Of Service Computation Report  
Operations Method (Future Volume Alternative)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.393
Loss Time (sec):	5 (Y+R = 4 sec)	Average Delay (sec/veh):	13.0
Optimal Cycle:	21	Level Of Service:	B

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM												
Base Vol:	0	0	0	208	0	0	0	585	917	0	211	76
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	266	0	0	0	749	1174	0	270	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	266	0	42	0	778	1174	0	280	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	266	0	0	0	778	0	0	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	0	0	0	778	0	0	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	266	0	0	0	778	0	0	280	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.24	0.00	0.00	0.16	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.39	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	25.7	0.0	0.0	0.0	10.0	0.0	0.0	9.1	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	25.7	0.0	0.0	0.0	10.0	0.0	0.0	9.1	0.0
HCM2kAvg:	0	0	0	5	0	0	0	6	0	0	4	0

Cycle (sec):	100	Critical Vol./Cap. (X):	0.173
Loss Time (sec):	5 (Y+R = 4 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	16	Level Of Service:	A

Volume Module:												
Base Vol:	11	13	55	4	0	53	76	291	447	0	343	9
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	14	17	70	5	0	68	97	372	572	0	439	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	24	17	70	5	0	68	97	372	601	0	439	12
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:	24	17	70	5	0	68	97	372	0	0	439	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	17	70	5	0	68	97	372	0	0	439	12
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
Final Vol.:	24	17	70	5	0	68	97	372	0	0	439	12

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.00	0.00	0.05	0.12	0.12	0.00	0.00	0.10	0.10
Crit Moves:	****						****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.00	0.28	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.10	0.10	0.17	0.01	0.00	0.17	0.18	0.17	0.00	0.00	0.15	0.15
Delay/Veh:	26.6	26.6	27.3	25.9	0.0	27.2	6.4	6.3	0.0	0.0	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	26.6	27.3	25.9	0.0	27.2	6.4	6.3	0.0	0.0	6.1	6.1
HCM2kAvg:	1	1	2	0	0	2	2	2	0	0	2	2

**State Highway Intersection Analysis –  
Forecast Buildout Year 2030  
With Commercial Core Project Conditions**

A-30+COM-AM Fri Nov 18, 2005 13:33:00 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 8.9  
Optimal Cycle: 19 Level Of Service: A

\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	127	0	0	0	501	948	0	189	89
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	163	0	0	0	641	1213	0	242	114
Added Vol:	0	0	0	0	0	129	0	104	0	0	30	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	163	0	149	0	768	1213	0	277	114
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	163	0	0	0	768	0	0	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	0	0	768	0	0	277	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	163	0	0	0	768	0	0	277	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.61	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2071	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.24	0.00	0.00	0.16	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.33	0.00	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	0.0	0.0	5.4	0.0	0.0	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.1	0.0	0.0	0.0	5.4	0.0	0.0	5.0	0.0
HCM2kAvg:	0	0	0	3	0	0	0	4	0	0	3	0

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A-30+COM-AM Fri Nov 18, 2005 13:33:00 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.270  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 11.2  
Optimal Cycle: 17 Level Of Service: B

\*\*\*\*\*

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

Volume Module:

Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	20	9	44	46	0	120	36	279	522	0	787	14
Added Vol:	30	0	0	0	0	0	0	0	104	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	55	9	44	46	0	120	36	279	649	0	787	14
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:	55	9	44	46	0	120	36	279	0	0	787	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	9	44	46	0	120	36	279	0	0	787	14
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
Final Vol.:	55	9	44	46	0	120	36	279	0	0	787	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.80	0.80	0.85	0.70	1.00	0.85	0.32	0.95	1.00	1.00	0.91	0.91
Lanes:	0.86	0.14	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1169	189	1445	1197	0	1445	542	3230	1700	0	4546	81

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.03	0.04	0.00	0.08	0.07	0.09	0.00	0.00	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.00	0.31	0.64	0.64	0.00	0.00	0.64	0.64
Volume/Cap:	0.15	0.15	0.10	0.12	0.00	0.27	0.10	0.13	0.00	0.00	0.27	0.27
Delay/Veh:	25.3	25.3	24.7	25.0	0.0	26.4	7.0	7.1	0.0	0.0	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	25.3	24.7	25.0	0.0	26.4	7.0	7.1	0.0	0.0	7.8	7.8
HCM2kAvg:	2	2	1	1	0	3	1	2	0	0	4	4

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A-30+COM-PM Fri Nov 18, 2005 13:33:08 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 16.7  
Optimal Cycle: 26 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	0	1.28	0	0	0	1.00	1.00	1.00	0	0	0	1.00	1.00	0
South Bound	334	1.28	428	0	0	1.00	1.00	1.00	428	0	428	1.00	1.00	0
East Bound	602	1.28	771	117	29	1.00	1.00	1.00	917	0	917	1.00	1.00	0
West Bound	155	1.28	198	42	10	1.00	1.00	1.00	250	0	250	1.00	1.00	0

Saturation Flow Module:

	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
North Bound	1700	1.00	0.00	0
South Bound	1700	0.59	2.00	2005
East Bound	1700	1.00	0.00	0
West Bound	1700	0.95	1.00	0

Capacity Analysis Module:

	Vol/Sat:	Crit Moves:	Green/Cycle:	Volume/Cap:	Delay/Veh:	User DelAdj:	AdjDel/Veh:	HCM2kAvg:
North Bound	0.00	0.00	0.00	0.00	0.0	1.00	0.0	0
South Bound	0.21	0.00	0.41	0.52	23.0	1.00	23.0	8
East Bound	0.00	0.28	0.00	0.52	14.9	1.00	14.9	9
West Bound	0.00	0.15	0.54	0.27	12.4	1.00	12.4	4

A-30+COM-PM Fri Nov 18, 2005 13:33:08 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.9  
Optimal Cycle: 18 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	1 0 0 0 1	1 0 2 0 1	0 0 2 1 0

Volume Module:

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
North Bound	3	1.28	4	0	0	1.00	1.00	1.00	56	0	56	1.00	1.00	0
South Bound	27	1.28	35	0	0	1.00	1.00	1.00	35	0	35	1.00	1.00	0
East Bound	86	1.28	110	0	0	1.00	1.00	1.00	110	0	110	1.00	1.00	0
West Bound	76	1.28	97	0	0	1.00	1.00	1.00	97	0	97	1.00	1.00	0

Saturation Flow Module:

	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
North Bound	1700	0.84	0.62	884
South Bound	1700	0.84	1.00	547
East Bound	1700	0.85	1.00	1445
West Bound	1700	0.95	1.00	1108

Capacity Analysis Module:

	Vol/Sat:	Crit Moves:	Green/Cycle:	Volume/Cap:	Delay/Veh:	User DelAdj:	AdjDel/Veh:	HCM2kAvg:
North Bound	0.06	0.06	0.28	0.23	27.9	1.00	27.9	3
South Bound	0.00	0.00	0.00	0.23	27.9	1.00	27.9	3
East Bound	0.07	0.28	0.00	0.23	28.4	1.00	28.4	3
West Bound	0.12	0.67	0.67	0.27	26.0	1.00	26.0	2

B-30+COM-NOON Fri Nov 18, 2005 13:33:16 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.350  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 12.4  
Optimal Cycle: 19 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	184	0	0	0	437	1299	0	259	86
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	236	0	0	0	559	1663	0	332	110
Added Vol:	0	0	0	0	0	129	0	104	0	0	30	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	236	0	149	0	686	1663	0	367	110
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	236	0	0	0	686	0	0	367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	236	0	0	0	686	0	0	367	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	236	0	0	0	686	0	0	367	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.59	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2015	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.21	0.00	0.00	0.22	0.00
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.62	0.00	0.00	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.34	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	25.4	0.0	0.0	0.0	9.5	0.0	0.0	9.6	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	25.4	0.0	0.0	0.0	9.5	0.0	0.0	9.6	0.0
HCM2kAvg:	0	0	0	5	0	0	0	5	0	0	6	0

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B-30+COM-NOON Fri Nov 18, 2005 13:33:16 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.171  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.8  
Optimal Cycle: 16 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	1	0	0	0	1	0	0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	18	72	4	0	77	64	353	512	0	417	8
Added Vol:	30	0	0	0	0	0	0	0	104	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	39	18	72	4	0	77	64	353	639	0	417	8
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:	39	18	72	4	0	77	64	353	0	0	417	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	18	72	4	0	77	64	353	0	0	417	8
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
Final Vol.:	39	18	72	4	0	77	64	353	0	0	417	8

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.85	0.85	0.85	0.72	1.00	0.85	0.49	0.95	1.00	1.00	0.91	0.91
Lanes:	0.68	0.32	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	990	457	1445	1217	0	1445	836	3230	1700	0	4543	84

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.04	0.05	0.00	0.00	0.05	0.08	0.11	0.00	0.00	0.09	0.09
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.00	0.31	0.64	0.64	0.00	0.00	0.64	0.64
Volume/Cap:	0.13	0.13	0.16	0.01	0.00	0.17	0.12	0.17	0.00	0.00	0.14	0.14
Delay/Veh:	24.9	24.9	25.2	23.8	0.0	25.3	7.1	7.3	0.0	0.0	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.9	25.2	23.8	0.0	25.3	7.1	7.3	0.0	0.0	7.2	7.2
HCM2kAvg:	1	1	2	0	0	2	2	2	0	0	2	2

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B-30+COM-PM Fri Nov 18, 2005 13:33:25 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 12.2  
Optimal Cycle: 22 Level Of Service: B

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	208	0	0	0	585	917	0	211	76
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	266	0	0	0	749	1174	0	270	97
Added Vol:	0	0	0	0	0	184	0	117	0	0	42	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	266	0	226	0	895	1174	0	322	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	266	0	0	0	895	0	0	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	0	0	0	895	0	0	322	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	266	0	0	0	895	0	0	322	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.59	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2022	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.28	0.00	0.00	0.19	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.64	0.00	0.00	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.00	0.00	0.43	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	28.2	0.0	0.0	0.0	8.9	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.2	0.0	0.0	0.0	8.9	0.0	0.0	8.0	0.0
HCM2kAvg:	0	0	0	6	0	0	0	7	0	0	4	0

\*\*\*\*\*

B-30+COM-PM Fri Nov 18, 2005 13:33:25 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH COMMERCIAL CORE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 11.2  
Optimal Cycle: 16 Level Of Service: B

\*\*\*\*\*

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

Volume Module:

Base Vol:	11	13	55	4	0	53	76	291	447	0	343	9
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	14	17	70	5	0	68	97	372	572	0	439	12
Added Vol:	42	0	0	0	0	0	0	0	117	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	66	17	70	5	0	68	97	372	718	0	439	12
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:	66	17	70	5	0	68	97	372	0	0	439	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	17	70	5	0	68	97	372	0	0	439	12
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
Final Vol.:	66	17	70	5	0	68	97	372	0	0	439	12

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.80	0.80	0.85	0.68	1.00	0.85	0.48	0.95	1.00	1.00	0.91	0.91
Lanes:	0.80	0.20	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1088	274	1445	1148	0	1445	807	3230	1700	0	4504	118

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.05	0.00	0.00	0.05	0.12	0.12	0.00	0.00	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.00	0.33	0.62	0.62	0.00	0.00	0.62	0.62
Volume/Cap:	0.19	0.19	0.15	0.01	0.00	0.14	0.19	0.19	0.00	0.00	0.16	0.16
Delay/Veh:	24.3	24.3	23.9	22.7	0.0	23.8	8.3	8.1	0.0	0.0	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	24.3	23.9	22.7	0.0	23.8	8.3	8.1	0.0	0.0	7.9	7.9
HCM2kAvg:	2	2	2	0	0	1	3	2	0	0	2	2

\*\*\*\*\*



**State Highway Intersection Analysis –  
Forecast Buildout Year 2030  
With Harborwide Project Conditions**

A-30+HAR-AM Fri Nov 18, 2005 13:35:08 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 8.9  
Optimal Cycle: 19 Level Of Service: A

\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 7:30-8:30 AM

Base Vol:	0	0	0	127	0	0	0	501	948	0	189	89
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	163	0	0	0	641	1213	0	242	114
Added Vol:	0	0	0	0	0	129	0	104	0	0	30	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	163	0	149	0	768	1213	0	277	114
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	163	0	0	0	768	0	0	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	0	0	768	0	0	277	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	163	0	0	0	768	0	0	277	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.61	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2071	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.24	0.00	0.00	0.16	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.33	0.00	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	0.0	0.0	5.4	0.0	0.0	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.1	0.0	0.0	0.0	5.4	0.0	0.0	5.0	0.0
HCM2kAvg:	0	0	0	3	0	0	0	4	0	0	3	0

\*\*\*\*\*

A-30+HAR-AM Fri Nov 18, 2005 13:35:08 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.270  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 11.2  
Optimal Cycle: 17 Level Of Service: B

\*\*\*\*\*

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

Volume Module:

Base Vol:	16	7	34	36	0	94	28	218	408	0	615	11
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	20	9	44	46	0	120	36	279	522	0	787	14
Added Vol:	30	0	0	0	0	0	0	0	104	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	55	9	44	46	0	120	36	279	649	0	787	14
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:	55	9	44	46	0	120	36	279	0	0	787	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	9	44	46	0	120	36	279	0	0	787	14
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
Final Vol.:	55	9	44	46	0	120	36	279	0	0	787	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.80	0.80	0.85	0.70	1.00	0.85	0.32	0.95	1.00	1.00	0.91	0.91
Lanes:	0.86	0.14	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	1169	189	1445	1197	0	1445	542	3230	1700	0	4546	81

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.03	0.04	0.00	0.08	0.07	0.09	0.00	0.00	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.00	0.31	0.64	0.64	0.00	0.00	0.64	0.64
Volume/Cap:	0.15	0.15	0.10	0.12	0.00	0.27	0.10	0.13	0.00	0.00	0.27	0.27
Delay/Veh:	25.3	25.3	24.7	25.0	0.0	26.4	7.0	7.1	0.0	0.0	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	25.3	24.7	25.0	0.0	26.4	7.0	7.1	0.0	0.0	7.8	7.8
HCM2kAvg:	2	2	1	1	0	3	1	2	0	0	4	4

\*\*\*\*\*

A-30+HAR-PM Fri Nov 18, 2005 13:35:20 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 16.7  
Optimal Cycle: 26 Level Of Service: B  
\*\*\*\*\*

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

Volume Module: >> Count Date: 11 Mar 2003 << 4:45-5:45 PM  
Base Vol: 0 0 0 334 0 0 0 602 1248 0 155 79  
Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
Initial Bse: 0 0 0 428 0 0 0 771 1597 0 198 101  
Added Vol: 0 0 0 0 0 184 0 117 0 0 42 0  
HEADLANDS: 0 0 0 0 0 42 0 29 0 0 10 0  
Initial Fut: 0 0 0 428 0 226 0 917 1597 0 250 101  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 428 0 0 0 917 0 0 250 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 428 0 0 0 917 0 0 250 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00  
Final Vol.: 0 0 0 428 0 0 0 917 0 0 250 0

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 1.00 1.00 1.00 0.59 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 1.00 1.00  
Final Sat.: 0 0 0 2005 0 1700 0 3230 1700 0 1700 1700

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.21 0.00 0.00 0.00 0.28 0.00 0.00 0.15 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.41 0.00 0.00 0.00 0.54 0.00 0.00 0.54 0.00  
Volume/Cap: 0.00 0.00 0.00 0.52 0.00 0.00 0.00 0.52 0.00 0.00 0.27 0.00  
Delay/Veh: 0.0 0.0 0.0 23.0 0.0 0.0 0.0 14.9 0.0 0.0 12.4 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 0.0 23.0 0.0 0.0 0.0 14.9 0.0 0.0 12.4 0.0  
HCM2kAvg: 0 0 0 8 0 0 0 9 0 0 4 0  
\*\*\*\*\*

A-30+HAR-PM Fri Nov 18, 2005 13:35:20 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.9  
Optimal Cycle: 18 Level Of Service: B  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 3 27 86 4 0 76 75 459 431 0 361 8  
Growth Adj: 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28 1.28  
Initial Bse: 4 35 110 5 0 97 96 588 552 0 462 10  
Added Vol: 42 0 0 0 0 0 0 0 117 0 0 0  
HEADLANDS: 10 0 0 0 0 0 0 0 29 0 0 0  
Initial Fut: 56 35 110 5 0 97 96 588 698 0 462 10  
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: 56 35 110 5 0 97 96 588 0 0 462 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 56 35 110 5 0 97 96 588 0 0 462 10  
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  
Final Vol.: 56 35 110 5 0 97 96 588 0 0 462 10

Saturation Flow Module:  
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700  
Adjustment: 0.84 0.84 0.85 0.65 1.00 0.85 0.47 0.95 1.00 1.00 0.91 0.91  
Lanes: 0.62 0.38 1.00 1.00 0.00 1.00 1.00 2.00 1.00 0.00 2.93 0.07  
Final Sat.: 884 547 1445 1108 0 1445 796 3230 1700 0 4527 100

Capacity Analysis Module:  
Vol/Sat: 0.06 0.06 0.08 0.00 0.00 0.07 0.12 0.18 0.00 0.00 0.10 0.10  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.28 0.28 0.28 0.28 0.00 0.28 0.67 0.67 0.00 0.00 0.67 0.67  
Volume/Cap: 0.23 0.23 0.27 0.02 0.00 0.24 0.18 0.27 0.00 0.00 0.15 0.15  
Delay/Veh: 27.9 27.9 28.4 26.0 0.0 28.1 6.4 6.7 0.0 0.0 6.1 6.1  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 27.9 27.9 28.4 26.0 0.0 28.1 6.4 6.7 0.0 0.0 6.1 6.1  
HCM2kAvg: 3 3 3 0 0 2 2 4 0 0 2 2  
\*\*\*\*\*

B-30+HAR-NOON Fri Nov 18, 2005 13:35:28 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.350  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 12.4  
 Optimal Cycle: 19 Level Of Service: B

\*\*\*\*\*

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

\*\*\*\*\*

Volume Module: >> Count Date: 25 May 2003 << 12:30-1:30 PM

Base Vol:	0	0	0	184	0	0	0	437	1299	0	259	86
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	236	0	0	0	559	1663	0	332	110
Added Vol:	0	0	0	0	0	129	0	104	0	0	30	0
HEADLANDS:	0	0	0	0	0	20	0	23	0	0	5	0
Initial Fut:	0	0	0	236	0	149	0	686	1663	0	367	110
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	236	0	0	0	686	0	0	367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	236	0	0	0	686	0	0	367	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	236	0	0	0	686	0	0	367	0

\*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.59	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2015	0	1700	0	3230	1700	0	1700	1700

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.21	0.00	0.00	0.22	0.00
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.62	0.00	0.00	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.34	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	25.4	0.0	0.0	0.0	9.5	0.0	0.0	9.6	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	25.4	0.0	0.0	0.0	9.5	0.0	0.0	9.6	0.0
HCM2kAvg:	0	0	0	5	0	0	0	5	0	0	6	0

\*\*\*\*\*

B-30+HAR-NOON Fri Nov 18, 2005 13:35:29 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #115 I-5 NB RAMPS/SR-1(PCH)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.171  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.8  
 Optimal Cycle: 16 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	0	1	1	0	0	0	0	0

\*\*\*\*\*

Volume Module:

Base Vol:	3	14	56	3	0	60	50	276	400	0	326	6
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	4	18	72	4	0	77	64	353	512	0	417	8
Added Vol:	30	0	0	0	0	0	0	0	104	0	0	0
HEADLANDS:	5	0	0	0	0	0	0	0	23	0	0	0
Initial Fut:	39	18	72	4	0	77	64	353	639	0	417	8
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:	39	18	72	4	0	77	64	353	0	0	417	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	18	72	4	0	77	64	353	0	0	417	8
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
Final Vol.:	39	18	72	4	0	77	64	353	0	0	417	8

\*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.85	0.85	0.85	0.72	1.00	0.85	0.49	0.95	1.00	1.00	0.91	0.91
Lanes:	0.68	0.32	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	990	457	1445	1217	0	1445	836	3230	1700	0	4543	84

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.05	0.00	0.00	0.05	0.08	0.11	0.00	0.00	0.09	0.09
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.00	0.31	0.64	0.64	0.00	0.00	0.64	0.64
Volume/Cap:	0.13	0.13	0.16	0.01	0.00	0.17	0.12	0.17	0.00	0.00	0.14	0.14
Delay/Veh:	24.9	24.9	25.2	23.8	0.0	25.3	7.1	7.3	0.0	0.0	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.9	25.2	23.8	0.0	25.3	7.1	7.3	0.0	0.0	7.2	7.2
HCM2kAvg:	1	1	2	0	0	2	2	2	0	0	2	2

\*\*\*\*\*

B-30+HAR-PM Fri Nov 18, 2005 13:35:36 Page 3-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #114 I-5 SB OFF-RAMP/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 12.2  
Optimal Cycle: 22 Level Of Service: B

\*\*\*\*\*

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

Volume Module: >> Count Date: 25 May 2003 << 2:30-3:30 PM

Base Vol:	0	0	0	208	0	0	0	585	917	0	211	76
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	0	0	0	266	0	0	0	749	1174	0	270	97
Added Vol:	0	0	0	0	0	184	0	117	0	0	42	0
HEADLANDS:	0	0	0	0	0	42	0	29	0	0	10	0
Initial Fut:	0	0	0	266	0	226	0	895	1174	0	322	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	266	0	0	0	895	0	0	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	0	0	0	895	0	0	322	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	266	0	0	0	895	0	0	322	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	0.59	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2022	0	1700	0	3230	1700	0	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.28	0.00	0.00	0.19	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.64	0.00	0.00	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.00	0.00	0.43	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	28.2	0.0	0.0	0.0	8.9	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.2	0.0	0.0	0.0	8.9	0.0	0.0	8.0	0.0
HCM2kAvg:	0	0	0	6	0	0	0	7	0	0	4	0

\*\*\*\*\*

B-30+HAR-PM Fri Nov 18, 2005 13:35:36 Page 4-1

DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #115 I-5 NB RAMPS/SR-1(PCH)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 11.2  
Optimal Cycle: 16 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	11	13	55	4	0	53	76	291	447	0	343	9
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	14	17	70	5	0	68	97	372	572	0	439	12
Added Vol:	42	0	0	0	0	0	0	0	117	0	0	0
HEADLANDS:	10	0	0	0	0	0	0	0	29	0	0	0
Initial Fut:	66	17	70	5	0	68	97	372	718	0	439	12
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:	66	17	70	5	0	68	97	372	0	0	439	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	17	70	5	0	68	97	372	0	0	439	12
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
Final Vol.:	66	17	70	5	0	68	97	372	0	0	439	12

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.80	0.80	0.85	0.68	1.00	0.85	0.48	0.95	1.00	1.00	0.91	0.91
Lanes:	0.80	0.20	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.92	0.08
Final Sat.:	1088	274	1445	1148	0	1445	807	3230	1700	0	4504	118

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.05	0.00	0.00	0.05	0.12	0.12	0.00	0.00	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.00	0.33	0.62	0.62	0.00	0.00	0.62	0.62
Volume/Cap:	0.19	0.19	0.15	0.01	0.00	0.14	0.19	0.19	0.00	0.00	0.16	0.16
Delay/Veh:	24.3	24.3	23.9	22.7	0.0	23.8	8.3	8.1	0.0	0.0	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	24.3	23.9	22.7	0.0	23.8	8.3	8.1	0.0	0.0	7.9	7.9
HCM2kAvg:	2	2	2	0	0	1	3	2	0	0	2	2

\*\*\*\*\*

# **State Highway Freeway Segment Analysis – Existing Conditions**

HCS2000: Basic Freeway Segments Release 4.1d

Phone:  
E-mail:

Fax:

Operational Analysis

Analyst: DK  
 Agency or Company: RBF  
 Date Performed: 7/5/2005  
 Analysis Time Period: PEAK HOUR  
 Freeway/Direction: I-5  
 From/To: NORTH OF CAMINO CAPISTRANO  
 Jurisdiction: DANA POINT  
 Analysis Year: EXISTING CONDITIONS  
 Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	17500	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	4861	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1944	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1944	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	65.9	mi/h
Number of lanes, N	10	
Density, D	29.5	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

## HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DK  
Agency or Company: RBF  
Date Performed: 7/5/2005  
Analysis Time Period: PEAK HOUR  
Freeway/Direction: I-5  
From/To: BTN PCH & CAMINO CAPISTRANO  
Jurisdiction: DANA POINT  
Analysis Year: EXISTING CONDITIONS  
Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	17000	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	4722	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1889	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1889	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.7	mi/h
Number of lanes, N	10	
Density, D	28.3	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.



HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DK  
Agency or Company: RBF  
Date Performed: 7/5/2005  
Analysis Time Period: PEAK HOUR  
Freeway/Direction: I-5  
From/To: SOUTH OF PACIFIC COAST HIGHWAY  
Jurisdiction: DANA POINT  
Analysis Year: EXISTING CONDITIONS  
Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	17100	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	4750	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1900	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1900	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.6	mi/h
Number of lanes, N	10	
Density, D	28.5	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

**State Highway Freeway Segment Analysis –  
Forecast Buildout Year 2030  
Without Project Conditions**

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DK  
Agency or Company: RBF  
Date Performed: 7/5/2005  
Analysis Time Period: PEAK HOUR  
Freeway/Direction: I-5  
From/To: NORTH OF CAMINO CAPISTRANO  
Jurisdiction: DANA POINT  
Analysis Year: BUILDOUT 2030 NP CONDITIONS  
Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	24000	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	6667	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	2667	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2667	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	10	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone:  
E-mail:

Fax:

Operational Analysis

Analyst: DK  
 Agency or Company: RBF  
 Date Performed: 7/5/2005  
 Analysis Time Period: PEAK HOUR  
 Freeway/Direction: I-5  
 From/To: BTN PCH & CAMINO CAPISTRANO  
 Jurisdiction: DANA POINT  
 Analysis Year: BUILDOUT 2030 NP CONDITIONS  
 Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	22960	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	6378	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	2551	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2551	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	10	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DK  
Agency or Company: RBF  
Date Performed: 7/5/2005  
Analysis Time Period: PEAK HOUR  
Freeway/Direction: I-5  
From/To: SOUTH OF PACIFIC COAST HIGHWAY  
Jurisdiction: DANA POINT  
Analysis Year: BUILDOUT 2030 NP CONDITIONS  
Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	24560	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	6822	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	2729	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2729	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	10	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

**State Highway Freeway Segment Analysis –  
Forecast Buildout Year 2030  
With Harborwide Project Conditions**

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DK  
Agency or Company: RBF  
Date Performed: 7/5/2005  
Analysis Time Period: PEAK HOUR  
Freeway/Direction: I-5  
From/To: NORTH OF CAMINO CAPISTRANO  
Jurisdiction: DANA POINT  
Analysis Year: BUILDOUT 2030 W/ HARBORWIDE  
Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	24376	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	6771	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	2708	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2708	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	10	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DK  
Agency or Company: RBF  
Date Performed: 7/5/2005  
Analysis Time Period: PEAK HOUR  
Freeway/Direction: I-5  
From/To: BTN PCH & CAMINO CAPISTRANO  
Jurisdiction: DANA POINT  
Analysis Year: BUILDOUT 2030 W/ HARBORWIDE  
Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	23310	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	6475	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	2590	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h

Urban Freeway

LOS and Performance Measures

Flow rate, vp	2590	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	10	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.



HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DK  
Agency or Company: RBF  
Date Performed: 7/5/2005  
Analysis Time Period: PEAK HOUR  
Freeway/Direction: I-5  
From/To: SOUTH OF PACIFIC COAST HIGHWAY  
Jurisdiction: DANA POINT  
Analysis Year: BUILDOUT 2030 W/ HARBORWIDE  
Description: DANA POINT HARBOR

Flow Inputs and Adjustments

Volume, V	24647	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	6846	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	2739	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	10	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2739	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	10	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

**APPENDIX C**  
**Signal Warrant Analysis Sheets**

Table 4C-101

## TRAFFIC SIGNAL WARRANTS WORKSHEET

(Based on Estimated Average Daily Traffic - See Note)

URBAN				RURAL				X				Minimum Requirements EADT											
<b>1A- Minimum Vehicular Traffic</b>												<b>Dana Point Harbor Dr</b>				<b>Puerto Place</b>							
Satisfied				Not Satisfied				X				Vehicles per day on major Street (total of both approaches)				Vehicles per day on higher-volume minor street approach (one direction only)							
Number of lanes for moving traffic on each approach												<b>Major Street Volume</b>				<b>Minor Street Volume</b>							
												<b>18,135</b>				<b>1,590</b>							
1				Major Street				1				Minor Street				<b>Urban</b>		<b>Rural</b>		<b>Urban</b>		<b>Rural</b>	
2 or more				100%				1				95%				8,000		5,600		2,400		1,680	
2 or more								2 or more								9,600		6,720		2,400		1,680	
1								2 or more								9,600		6,720		3,200		2,240	
																8,000		5,600		3,200		2,240	
<b>1B- Interruption of Continuous Traffic</b>												Vehicles per day on major Street (total of both approaches)				Vehicles per day on higher-volume minor street approach (one direction only)							
Satisfied				X				Not Satisfied															
Number of lanes for moving traffic on each approach												<b>Major Street Volume</b>				<b>Minor Street Volume</b>							
												<b>18,135</b>				<b>1,590</b>							
1				Major Street				1				Minor Street				<b>Urban</b>		<b>Rural</b>		<b>Urban</b>		<b>Rural</b>	
2 or more				100%				1				100%				12,000		8,400		1,200		850	
2 or more								2 or more								14,400		10,080		1,200		850	
1								2 or more								14,400		10,080		1,600		1,120	
																12,000		8,400		1,600		1,120	
<b>1A&amp;B- Combinations</b>												<b>2 Warrants</b>				<b>2 Warrants</b>							
Satisfied								Not Satisfied															
No one warrant satisfied, but the following warrants fulfilled 80% or more.....																							
								1				2											

NOTE : To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes



Forecast Year 2012 With Commercial Core Project Weekend Conditions  
Puerto Place/Dana Point Harbor Drive

## **APPENDIX D**

### **Queuing Analysis Sheets**

**Forecast Buildout Year 2030  
With Harborwide Project Conditions**



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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
2000 HCM Operations Method  
Future Volume Alternative

Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.06	0.15	0.61	0.14	0.22	0.22	0.23	0.20	0.20	0.47	0.44	0.44
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.1	1.6	2.2	1.6	2.9	2.9	1.8	2.9	0.3	5.4	2.6	2.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.6	0.4	0.3	0.4	0.5	0.6	0.3	0.6	0.0	0.6	0.3	0.2
HCM2KQueue:	1.7	2.0	2.5	1.9	3.4	3.4	2.1	3.5	0.3	6.0	2.8	2.3
70th%Factor:	1.20	1.20	1.19	1.20	1.19	1.19	1.19	1.19	1.20	1.19	1.19	1.19
70th%HCM2kQ:	2.0	2.4	3.0	2.3	4.0	4.1	2.5	4.1	0.4	7.1	3.4	2.7
85th%Factor:	1.58	1.58	1.58	1.58	1.57	1.57	1.58	1.57	1.60	1.55	1.57	1.58
85th%HCM2kQ:	2.6	3.1	3.9	3.1	5.3	5.4	3.3	5.4	0.5	9.2	4.5	3.6
90th%Factor:	1.77	1.76	1.75	1.76	1.74	1.74	1.76	1.74	1.79	1.70	1.75	1.76
90th%HCM2kQ:	3.0	3.5	4.4	3.4	5.9	6.0	3.7	6.0	0.6	10.1	5.0	4.0
95th%Factor:	2.05	2.04	2.02	2.04	2.00	2.00	2.03	1.99	2.09	1.93	2.01	2.03
95th%HCM2kQ:	3.4	4.0	5.0	4.0	6.7	6.9	4.3	6.9	0.7	11.5	5.7	4.6
98th%Factor:	2.58	2.56	2.53	2.56	2.47	2.47	2.55	2.47	2.68	2.33	2.50	2.54
98th%HCM2kQ:	4.3	5.1	6.3	5.0	8.3	8.5	5.4	8.5	0.9	13.9	7.1	5.7

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

Cycle (sec):	100												Critical Vol./Cap. (X):				0.279					
Loss Time (sec):	5 (Y+R = 4 sec)												Average Delay (sec/veh):				11.0					
Optimal Cycle:	18												Level Of Service:				B					
*****																						
Approach:	North Bound						South Bound						East Bound				West Bound					
Movement:	L	T	R				L	T	R				L	T	R	L	T	R				
----- ----- ----- -----																						
Control:	Split Phase						Split Phase						Protected				Protected					
Rights:	Include						Include						Include				Include					
Min. Green:	0	0	0				0	0	0				0	0	0	0	0	0				
Lanes:	0	0	1	0	0		0	0	0	0	0		0	0	1	1	0	1	0	2	0	0
----- ----- ----- -----																						
Volume Module:																						
Base Vol:	17	0	24				0	0	0				0	218	30	23	331	0				
Growth Adj:	1.28	1.28	1.28				1.28	1.28	1.28				1.28	1.28	1.28	1.28	1.28	1.28				
Initial Bse:	22	0	31				0	0	0				0	279	38	29	424	0				
Added Vol:	5	0	43				0	0	0				0	158	3	31	217	0				
HEADLANDS:	0	0	0				0	0	0				0	2	0	0	2	0				
Initial Fut:	27	0	74				0	0	0				0	439	41	60	643	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:	27	0	74				0	0	0				0	439	41	60	643	0				
Reduct Vol:	0	0	0				0	0	0				0	0	0	0	0	0				
Reduced Vol:	27	0	74				0	0	0				0	439	41	60	643	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 Vol.:	27	0	74				0	0	0				0	439	41	60	643	0				
----- ----- ----- -----																						
Saturation Flow Module:																						
Sat/Lane:	1700	1700	1700				1700	1700	1700				1700	1700	1700	1700	1700	1700				
Adjustment:	0.89	1.00	0.89				1.00	1.00	1.00				1.00	0.94	0.94	0.95	0.95	1.00				
Lanes:	0.27	0.00	0.73				0.00	0.00	0.00				0.00	1.83	0.17	1.00	2.00	0.00				
Final Sat.:	403	0	1109				0	0	0				0	2913	275	1615	3230	0				
----- ----- ----- -----																						
Capacity Analysis Module:																						
Vol/Sat:	0.07	0.00	0.07				0.00	0.00	0.00				0.00	0.15	0.15	0.04	0.20	0.00				
Crit Moves:	****						****						****									
Green/Cycle:	0.24	0.00	0.24				0.00	0.00	0.00				0.00	0.57	0.57	0.14	0.71	0.00				
Volume/Cap:	0.28	0.00	0.28				0.00	0.00	0.00				0.00	0.26	0.26	0.26	0.28	0.00				
Delay/Veh:	31.5	0.0	31.5				0.0	0.0	0.0				0.0	10.9	10.9	38.9	5.2	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:	31.5	0.0	31.5				0.0	0.0	0.0				0.0	10.9	10.9	38.9	5.2	0.0				
HCM2kAvg:	3	0	3				0	0	0				0	4	4	2	4	0				

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Detailed Computation Report  
2000 HCM Operations Method  
Future Volume Alternative

Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

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

## HCM Ops Adjusted Lane Utilization Module:

Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0  
Lane Group: LTR LTR LTR xxxx xxxx xxxx RT RT L T xxxx  
#LnsInGrps: 1 1 1 0 0 0 0 0 2 2 1 2 0 0

## HCM Ops Input Saturation Adj Module:

Lane Width: 12 12 12 12 12 12 12 12 12 12 12  
CrosswalkWid: 8 8 8 8  
% Hev Veh: 0 0 0 0  
Grade: 0% 0% 0% 0%  
Parking/Hr: No No No No  
Bus Stp/Hr: 0 0 0 0  
Area Type: < < < < < < < < < Other > > > > > > > >  
Cnft Ped/Hr: 0 0 0 0  
ExclusiveRT: Include Include Include Include  
% RT Prtct: 0 0 0 0

## HCM Ops f(lt) Adj Case Module:

f(lt) Case: 4 xxxx 4 xxxx xxxx xxxx xxxx xxxx 1 xxxx xxxx

## HCM Ops Saturation Adj Module:

Ln Wid Adj: 1.00 xxxx 1.00 xxxx xxxx xxxxx xxxx 1.00 1.00 1.00 1.00 xxxxx  
Hev Veh Adj: 1.00 xxxx 1.00 xxxx xxxx xxxxx xxxx 1.00 1.00 1.00 1.00 xxxxx  
Grade Adj: 1.00 xxxx 1.00 xxxx xxxx xxxxx xxxx 1.00 1.00 1.00 1.00 xxxxx  
Parking Adj: 1.00 xxxx 1.00 xxxx xxxx xxxxx xxxx 1.00 1.00 xxxx 1.00 xxxxx  
Bus Stp Adj: 1.00 xxxx 1.00 xxxx xxxx xxxxx xxxx 1.00 1.00 xxxx 1.00 xxxxx  
Area Adj: 1.00 xxxx 1.00 xxxx xxxx xxxxx xxxx 1.00 1.00 1.00 1.00 xxxxx  
RT Adj: 0.90 xxxx 0.90 xxxx xxxx xxxxx xxxx 0.99 0.99 xxxx xxxx xxxxx  
LT Adj: 0.99 xxxx 0.99 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.95 xxxx xxxxx  
PedBike Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
HCM Sat Adj: 0.89 1.00 0.89 1.00 1.00 1.00 1.00 0.99 0.99 0.95 1.00 1.00  
Usr Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 0.95 1.00 0.95 1.00  
Fnl Sat Adj: 0.89 1.00 0.89 1.00 1.00 1.00 1.00 0.94 0.94 0.95 0.95 1.00

## Delay Adjustment Factor Module:

Coordinated: < < < < < < < < < < No > > > > > > > > > > >  
Signal Type: < < < < < < < < < < Actuated > > > > > > > > > > >  
DelAdjFctr: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
AM PEAK HOUR

Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
2000 HCM Operations Method  
Future Volume Alternative

Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

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

Green/Cycle: 0.24 0.00 0.24 0.00 0.00 0.00 0.00 0.57 0.57 0.14 0.71 0.00

ArrivalType: 3 3 3 3

ProgFactor: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Q1: 2.3 0.0 2.3 0.0 0.0 0.0 0.0 3.4 3.4 1.6 3.2 0.0

UpstreamVC: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

UpstreamAdj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

EarlyArrAdj: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00

Q2: 0.4 0.0 0.4 0.0 0.0 0.0 0.0 0.4 0.4 0.4 0.4 0.0

HCM2KQueue: 2.7 0.0 2.7 0.0 0.0 0.0 0.0 3.7 3.7 1.9 3.6 0.0

70th%Factor: 1.19 1.20 1.19 1.20 1.20 1.20 1.20 1.19 1.19 1.20 1.19 1.20

70th%HCM2kQ: 3.2 0.0 3.2 0.0 0.0 0.0 0.0 4.4 4.4 2.3 4.3 0.0

85th%Factor: 1.57 1.60 1.57 1.60 1.60 1.60 1.60 1.56 1.56 1.58 1.57 1.60

85th%HCM2kQ: 4.2 0.0 4.2 0.0 0.0 0.0 0.0 5.8 5.8 3.1 5.6 0.0

90th%Factor: 1.75 1.80 1.75 1.80 1.80 1.80 1.80 1.73 1.73 1.76 1.73 1.80

90th%HCM2kQ: 4.7 0.0 4.7 0.0 0.0 0.0 0.0 6.5 6.5 3.4 6.2 0.0

95th%Factor: 2.02 2.10 2.02 2.10 2.10 2.10 2.10 1.99 1.99 2.04 1.99 2.10

95th%HCM2kQ: 5.4 0.0 5.4 0.0 0.0 0.0 0.0 7.4 7.4 3.9 7.2 0.0

98th%Factor: 2.51 2.70 2.51 2.70 2.70 2.70 2.70 2.45 2.45 2.56 2.46 2.70

98th%HCM2kQ: 6.8 0.0 6.8 0.0 0.0 0.0 0.0 9.1 9.1 4.9 8.8 0.0



## HCS2000: Unsignalized Intersections Release 4.1d

## TWO-WAY STOP CONTROL SUMMARY

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: AM Peak Hour  
 Intersection: Casitas Pl/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekday  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Casitas Place  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach	Eastbound			Westbound		
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume		261	24		120	345	
Peak-Hour Factor, PHF		1.00	1.00		1.00	1.00	
Hourly Flow Rate, HFR		261	24		120	345	
Percent Heavy Vehicles		--	--		0	--	--
Median Type/Storage	Undivided						
RT Channelized?	No						
Lanes		1	1		1	2	
Configuration		T	R		L	T	
Upstream Signal?	No				No		

Minor Street:	Approach	Northbound			Southbound		
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		5	0	77			
Peak Hour Factor, PHF		1.00	1.00	1.00			
Hourly Flow Rate, HFR		5	0	77			
Percent Heavy Vehicles		0	0	0			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage			No	/			/
Lanes		0	1	0			
Configuration		LTR					

## Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L		LTR					
v (vph)	120		82					
C(m) (vph)	1289		698					
v/c	0.09		0.12					
95% queue length	0.31		0.40					
Control Delay	8.1		10.8					
LOS	A		B					
Approach Delay			10.8					
Approach LOS			B					

HCS2000: Unsignalized Intersections Release 4.1d

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## TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: AM Peak Hour  
 Intersection: Casitas Pl/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekday  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Casitas Place  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	261	24		120	345	
Peak-Hour Factor, PHF	1.00	1.00		1.00	1.00	
Peak-15 Minute Volume	65	6		30	86	
Hourly Flow Rate, HFR	261	24		120	345	
Percent Heavy Vehicles	--	--		0	--	--
Median Type/Storage	Undivided					
RT Channelized?	No					
Lanes	1	1		1	2	
Configuration	T	R		L	T	
Upstream Signal?	No				No	

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	5	0	77			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Peak-15 Minute Volume	1	0	19			
Hourly Flow Rate, HFR	5	0	77			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage		No	/			/
RT Channelized?						
Lanes	0	1	0			
Configuration	LTR					

## Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

## Upstream Signal Data

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Type	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn  
Through  
S5 Left-Turn  
Through

## Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

## Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation								
Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
t(c,base)		4.1	7.5	6.5	6.9			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		0	0	0	0			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00	0.70	0.00	0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage		4.1	6.8	6.5	6.9			
2-stage								

## Follow-Up Time Calculations

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
t(f,base)		2.20	3.50	4.00	3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		0	0	0	0			
t(f)		2.2	3.5	4.0	3.3			

## Worksheet 5-Effect of Upstream Signals

## Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog  
Total Saturation Flow Rate, s (vph)  
Arrival Type  
Effective Green, g (sec)  
Cycle Length, C (sec)  
Rp (from Exhibit 16-11)  
Proportion vehicles arriving on green P  
g(q1)  
g(q2)  
g(q)

## Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

alpha

beta

Travel time, t(a) (sec)  
Smoothing Factor, F  
Proportion of conflicting flow, f  
Max platooned flow, V(c,max)  
Min platooned flow, V(c,min)  
Duration of blocked period, t(p)  
Proportion time blocked, p

0.000 0.000

## Computation 3-Platoon Event Periods Result

p(2) 0.000  
p(5) 0.000  
p(dom)  
p(subo)  
Constrained or unconstrained?

Proportion  
unblocked  
for minor  
movements, p(x)

(1)  
Single-stage  
Process

(2)  
Two-Stage Process  
Stage I

(3)  
Two-Stage Process  
Stage II

p(1)  
p(4)  
p(7)  
p(8)  
p(9)  
p(10)  
p(11)  
p(12)

Computation 4 and 5  
Single-Stage Process  
Movement

	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
V c,x		285	673	846	261			
s								
Px								
V c,u,x								
C r,x								
C plat,x								

## Two-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	3000		3000					
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

## Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	261	
Potential Capacity	744	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	744	
Probability of Queue free St.	0.90	1.00

Step 2: LT from Major St.	4	1
Conflicting Flows	285	
Potential Capacity	1289	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1289	
Probability of Queue free St.	0.91	1.00
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows	846	
Potential Capacity	301	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.91	0.91
Movement Capacity	273	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows	673	
Potential Capacity	393	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.91
Maj. L, Min T Adj. Imp Factor.		0.93
Cap. Adj. factor due to Impeding mvmnt	0.91	0.83
Movement Capacity	356	

## Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		

Part 3 - Single Stage		
Conflicting Flows	846	
Potential Capacity	301	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.91	0.91
Movement Capacity	273	

## Result for 2 stage process:

a		
Y		
C t	273	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage	
Conflicting Flows	

Potential Capacity	
Pedestrian Impedance Factor	
Cap. Adj. factor due to Impeding mvmnt	
Movement Capacity	

Part 2 - Second Stage	
Conflicting Flows	
Potential Capacity	
Pedestrian Impedance Factor	
Cap. Adj. factor due to Impeding mvmnt	
Movement Capacity	

Part 3 - Single Stage		
Conflicting Flows	673	
Potential Capacity	393	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.91
Maj. L, Min T Adj. Imp Factor.		0.93
Cap. Adj. factor due to Impeding mvmnt	0.91	0.83
Movement Capacity	356	

## Results for Two-stage process:

a	
Y	
C t	356

## Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	5	0	77			
Movement Capacity (vph)	356	273	744			
Shared Lane Capacity (vph)		698				

## Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	356	273	744			
Volume	5	0	77			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		698				
SUM C sep						
n						
C act						

## Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L		LTR				
v (vph)		120		82				
C(m) (vph)		1289		698				
v/c		0.09		0.12				
95% queue length		0.31		0.40				
Control Delay		8.1		10.8				

LOS	A	B
Approach Delay		10.8
Approach LOS		B

## Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.91
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		8.1
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

## HCS2000: Unsignalized Intersections Release 4.1d

## TWO-WAY STOP CONTROL SUMMARY

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: AM Peak Hour  
 Intersection: Island Wy/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekday  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Island Way  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1	2	3	4	5	6
		L	T	R	L	T	R

Volume		200	31	138	204		
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR		200	31	138	204		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?		No					
Lanes		1	1		1	2	
Configuration		T	R		L	T	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7	8	9	10	11	12
		L	T	R	L	T	R

Volume		22	0	102			
Peak Hour Factor, PHF		1.00	1.00	1.00			
Hourly Flow Rate, HFR		22	0	102			
Percent Heavy Vehicles		0	0	0			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage			No	/		/	
Lanes		0	1	0			
Configuration		LTR					

## Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR				

v (vph)	138	124						
C(m) (vph)	1349	690						
v/c	0.10	0.18						
95% queue length	0.34	0.65						
Control Delay	8.0	11.4						
LOS	A	B						
Approach Delay		11.4						
Approach LOS		B						

HCS2000: Unsignalized Intersections Release 4.1d

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## TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: AM Peak Hour  
 Intersection: Island Wy/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekday  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Island Way  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R

Volume	200	31	138	204		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00		
Peak-15 Minute Volume	50	8	34	51		
Hourly Flow Rate, HFR	200	31	138	204		
Percent Heavy Vehicles	--	--	0	--	--	
Median Type/Storage	Undivided		/			
RT Channelized?		No				
Lanes	1	1		1	2	
Configuration	T	R		L	T	
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R

Volume	22	0	102			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Peak-15 Minute Volume	6	0	26			
Hourly Flow Rate, HFR	22	0	102			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage		No	/		/	
RT Channelized?						
Lanes	0	1	0			
Configuration	LTR					

## Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

## Upstream Signal Data

Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
----------------	--------------	--------------	----------------	------------------	-----------------	-------------------------

S2 Left-Turn  
Through  
S5 Left-Turn  
Through

## Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

Movement 2      Movement 5

Shared ln volume, major th vehicles:  
Shared ln volume, major rt vehicles:  
Sat flow rate, major th vehicles:  
Sat flow rate, major rt vehicles:  
Number of major street through lanes:

## Worksheet 4-Critical Gap and Follow-up Time Calculation

## Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)		4.1	7.5	6.5	6.9			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		0	0	0	0			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00	0.70	0.00	0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage		4.1	6.8	6.5	6.9			
2-stage								

## Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)		2.20	3.50	4.00	3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		0	0	0	0			
t(f)		2.2	3.5	4.0	3.3			

## Worksheet 5-Effect of Upstream Signals

## Computation 1-Queue Clearance Time at Upstream Signal

Movement 2      Movement 5  
V(t)   V(l,prot)   V(t)   V(l,prot)

V prog  
Total Saturation Flow Rate, s (vph)  
Arrival Type  
Effective Green, g (sec)  
Cycle Length, C (sec)  
Rp (from Exhibit 16-11)  
Proportion vehicles arriving on green P  
g(q1)  
g(q2)  
g(q)

## Computation 2-Proportion of TWSC Intersection Time blocked

Movement 2      Movement 5  
V(t)   V(l,prot)   V(t)   V(l,prot)

alpha

beta

Travel time, t(a) (sec)

Smoothing Factor, F

Proportion of conflicting flow, f

Max platooned flow, V(c,max)

Min platooned flow, V(c,min)

Duration of blocked period, t(p)

Proportion time blocked, p      0.000      0.000

## Computation 3-Platoon Event Periods      Result

p(2)      0.000

p(5)      0.000

p(dom)

p(subo)

Constrained or unconstrained?

Proportion

unblocked

for minor  
movements, p(x)(1)  
Single-stage  
Process(2)  
Two-Stage  
Stage I(3)  
Process  
Stage II

p(1)

p(4)

p(7)

p(8)

p(9)

p(10)

p(11)

p(12)

Computation 4 and 5  
Single-Stage Process

Movement      1      4      7      8      9      10      11      12  
L      L      L      T      R      L      T      R

V c,x      231      578      680      200

s

Px

V c,u,x

C r,x

C plat,x

## Two-Stage Process

7      8      10      11  
Stage1 Stage2 Stage1 Stage2 Stage1 Stage2 Stage1 Stage2

V(c,x)

s

P(x)

V(c,u,x)

C(r,x)

C(plat,x)

## Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.      9      12

Conflicting Flows      200  
Potential Capacity      814  
Pedestrian Impedance Factor      1.00      1.00  
Movement Capacity      814  
Probability of Queue free St.      0.87      1.00

Step 2: LT from Major St.	4	1
Conflicting Flows	231	
Potential Capacity	1349	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1349	
Probability of Queue free St.	0.90	1.00
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows	680	
Potential Capacity	376	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	338	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows	578	
Potential Capacity	451	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.90
Maj. L, Min T Adj. Imp Factor.		0.92
Cap. Adj. factor due to Impeding mvmnt	0.90	0.81
Movement Capacity	405	

## Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		

Part 3 - Single Stage		
Conflicting Flows	680	
Potential Capacity	376	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	338	

## Result for 2 stage process:

a		
Y		
C t	338	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage	
Conflicting Flows	

Potential Capacity	
Pedestrian Impedance Factor	
Cap. Adj. factor due to Impeding mvmnt	
Movement Capacity	

Part 2 - Second Stage	
Conflicting Flows	
Potential Capacity	
Pedestrian Impedance Factor	
Cap. Adj. factor due to Impeding mvmnt	
Movement Capacity	

Part 3 - Single Stage		
Conflicting Flows	578	
Potential Capacity	451	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.90
Maj. L, Min T Adj. Imp Factor.		0.92
Cap. Adj. factor due to Impeding mvmnt	0.90	0.81
Movement Capacity	405	

## Results for Two-stage process:

a	
Y	
C t	405

## Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	22	0	102			
Movement Capacity (vph)	405	338	814			
Shared Lane Capacity (vph)		690				

## Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	405	338	814			
Volume	22	0	102			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		690				
SUM C sep						
n						
C act						

## Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L		LTR				
v (vph)		138		124				
C(m) (vph)		1349		690				
v/c		0.10		0.18				
95% queue length		0.34		0.65				
Control Delay		8.0		11.4				

LOS	A	B
Approach Delay		11.4
Approach LOS		B

## Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.90
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		8.0
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		



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## DANA POINT HARBOR

FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR

Cycle (sec):	100	Critical Vol./Cap. (X):	0.514
Loss Time (sec):	5 (Y+R = 4 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	25	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- -----  -----  -----  -----																				
Control:	Protected				Protected				Protected				Protected							
Rights:	Ovl				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:	>>	Count	Date:	11 Mar 2003	<<	4:00-5:00 PM							
Base Vol:	19	86	126	179	75	94	116	162	14	114	212	83	
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	
Initial Bse:	24	110	161	229	96	120	148	207	18	146	271	106	
Added Vol:	0	12	111	11	17	4	5	41	0	157	26	9	
HEADLANDS:	2	4	0	0	4	0	0	4	2	0	4	0	
Initial Fut:	26	126	272	240	117	124	153	252	20	303	301	115	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	26	126	272	240	117	124	153	252	20	303	301	115	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	26	126	272	240	117	124	153	252	20	303	301	115	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	26	126	272	240	117	124	153	252	20	303	301	115	

Saturation Flow Module:

Saturated Flow Results												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1615	1700	1445	1615	1700	1445	1615	3230	1445	1615	3230	1445

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.19	0.15	0.07	0.09	0.10	0.08	0.01	0.19	0.09	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.14	0.51	0.29	0.36	0.36	0.26	0.15	0.15	0.36	0.26	0.26
Volume/Cap:	0.24	0.51	0.37	0.51	0.19	0.24	0.36	0.51	0.09	0.51	0.36	0.31
Delay/Veh:	45.1	41.4	15.2	30.7	21.8	22.3	30.7	39.9	36.6	25.6	30.8	30.6
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:	45.1	41.4	15.2	30.7	21.8	22.3	30.7	39.9	36.6	25.6	30.8	30.6
HCM2kAvg:	1	4	5	7	2	3	4	4	1	8	4	3

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## DANA POINT HARBOR

FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

## Level Of Service Detailed Computation Report

2000 HCM Operations Method

Future Volume Alternative

Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR

<b>Approach:</b>	<b>North Bound</b>	<b>South Bound</b>	<b>East Bound</b>	<b>West Bound</b>
<b>Movement:</b>	L - T - R	L - T - R	L - T - R	L - T - R

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      1 0 1 0 1      1 0 1 0 1      1 1 0 2 0 1      1 0 2 0 1
Lane Group:  L  T  R      L  T  R      L  T  R      L  T  R
#LnsInGrps:  1  1  1      1  1  1      1  2  1      1  2  1

```

HCM Ops Input	Saturation	Adj	Module:									
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrosswalkWid		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	<	<	<	<	<	<	<	<	<	<	<	<
Cnft Ped/Hr:		0			0		< Other >	>	>	>	>	>
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	

HCM Ops f(lt) Adj Case Module:  
f(lt) Case: 1 xxxx xxxx 1 xxxx xxxx 1 xxxx xxxx 1 xxxx xxxx

HCM Ops Saturation Adj Module:												
Ln Hvd Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85
LT Adj:	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Ustr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fnl Sat Adj:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85

Delay Adjustment Factor Module:

[illegible]

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
2000 HCM Operations Method  
Future Volume Alternative

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.07	0.14	0.51	0.29	0.36	0.36	0.26	0.15	0.15	0.36	0.26	0.26
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.7	3.2	4.6	5.9	2.2	2.4	3.7	3.2	0.5	6.9	3.4	2.6
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.3	1.0	0.6	1.0	0.2	0.3	0.6	1.0	0.1	1.0	0.6	0.4
HCM2KQueue:	1.0	4.2	5.2	6.9	2.5	2.7	4.2	4.2	0.6	8.0	4.0	3.0
70th%Factor:	1.20	1.19	1.19	1.18	1.19	1.19	1.19	1.19	1.20	1.18	1.19	1.19
70th%HCM2kQ:	1.2	5.0	6.1	8.2	2.9	3.2	5.0	5.0	0.7	9.4	4.8	3.6
85th%Factor:	1.59	1.56	1.55	1.54	1.58	1.57	1.56	1.56	1.59	1.53	1.56	1.57
85th%HCM2kQ:	1.6	6.6	8.0	10.6	3.9	4.3	6.6	6.6	0.9	12.2	6.2	4.8
90th%Factor:	1.78	1.72	1.71	1.68	1.75	1.75	1.72	1.72	1.79	1.67	1.73	1.74
90th%HCM2kQ:	1.8	7.3	8.8	11.6	4.3	4.7	7.3	7.3	1.0	13.3	6.9	5.3
95th%Factor:	2.07	1.97	1.95	1.91	2.02	2.02	1.97	1.97	2.08	1.89	1.98	2.01
95th%HCM2kQ:	2.1	8.4	10.1	13.1	5.0	5.5	8.4	8.3	1.2	15.0	7.9	6.1
98th%Factor:	2.62	2.42	2.37	2.29	2.53	2.51	2.42	2.42	2.66	2.24	2.44	2.49
98th%HCM2kQ:	2.7	10.2	12.2	15.8	6.2	6.8	10.2	10.2	1.5	17.8	9.7	7.6

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec):	100						Critical Vol./Cap. (X):						0.510		
Loss Time (sec):	5 (Y+R = 4 sec)						Average Delay (sec/veh):						17.3		
Optimal Cycle:	25						Level Of Service:						B		
*****															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1 1 0	0	0	0 0 0	0	0	0 1 1	0	1	0	2	0	0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	26	0	71	0	0	0	0	436	39	43	400	0			
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28			
Initial Bse:	33	0	91	0	0	0	0	558	50	55	512	0			
Added Vol:	9	0	83	0	0	0	0	152	11	103	183	0			
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0			
Initial Fut:	42	0	174	0	0	0	0	714	61	158	699	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:	42	0	174	0	0	0	0	714	61	158	699	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	42	0	174	0	0	0	0	714	61	158	699	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 Vol.:	42	0	174	0	0	0	0	714	61	158	699	0			
----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700			
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00			
Lanes:	0.20	0.00	0.80	0.00	0.00	0.00	0.00	1.84	0.16	1.00	2.00	0.00			
Final Sat.:	293	0	1206	0	0	0	0	2940	251	1615	3230	0			
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.24	0.24	0.10	0.22	0.00			
Crit Moves:	****							****		****					
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.48	0.48	0.19	0.67	0.00			
Volume/Cap:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.51	0.51	0.51	0.32	0.00			
Delay/Veh:	31.1	0.0	31.1	0.0	0.0	0.0	0.0	18.4	18.4	37.6	7.1	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:	31.1	0.0	31.1	0.0	0.0	0.0	0.0	18.4	18.4	37.6	7.1	0.0			
HCM2kAvg:	6	0	6	0	0	0	0	8	8	5	5	0			

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Detailed Computation Report  
2000 HCM Operations Method  
Future Volume Alternative

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

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

HCM Ops Adjusted Lane Utilization Module:																	
Lanes:	0	0	1	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Lane Group:	LTR	LTR	LTR	xxxx	xxxx	xxxx	xxxx	RT	RT	L	T	xxxx					
#LnsInGrps:	1	1	1	0	0	0	0	2	2	1	2	0					

HCM Ops Input Saturation Adj Module:																			
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12							
CrosswalkWid	8	8	8	8	8	8	8	8	8	8	8	8							
% Hev Veh:	0	0	0	0	0	0	0	0	0	0	0	0							
Grade:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
Parking/Hr:	No	No	No	No	No	No	No	No	No	No	No	No							
Bus Stp/Hr:	0	0	0	0	0	0	0	0	0	0	0	0							
Area Type:	<	<	<	<	<	<	<	<	<	Other	>	>	>	>	>	>	>	>	>
Cnft Ped/Hr:	0	0	0	0	0	0	0	0	0	0	0	0							
ExclusiveRT:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include							
% RT Prtct:	0	0	0	0	0	0	0	0	0	0	0	0							

HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4	xxxx	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1	xxxx	xxxx

HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxxxx	xxxx	1.00	1.00	1.00	1.00	xxxxxx
Hev Veh Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxxxx	xxxx	1.00	1.00	1.00	1.00	xxxxxx
Grade Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxxxx	xxxx	1.00	1.00	1.00	1.00	xxxxxx
Parking Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxxxx	xxxx	1.00	1.00	xxxx	1.00	xxxxxx
Bus Stp Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxxxx	xxxx	1.00	1.00	xxxx	1.00	xxxxxx
Area Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxxxx	xxxx	1.00	1.00	1.00	1.00	xxxxxx
RT Adj:	0.89	xxxx	0.89	xxxx	xxxx	xxxxxx	xxxx	0.99	0.99	xxxx	xxxx	xxxxxx
LT Adj:	0.99	xxxx	0.99	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.95	xxxx	xxxxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.99	0.99	0.95	1.00	1.00
Ustr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fnl Sat Adj:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00

Delay Adjustment Factor Module:

Coordinated: < < < < < < < < < < No > > > > > > > > > > >

Signal Type: < < < < < < < < < < Actuated > > > > > > > > > > >

DelAdjPctr: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKDAY CONDITIONS  
PM PEAK HOUR

Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
2000 HCM Operations Method  
Future Volume Alternative

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

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

Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.48	0.48	0.19	0.67	0.00
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	5.1	0.0	5.1	0.0	0.0	0.0	0.0	7.5	7.5	4.1	4.1	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.5	0.0
HCM2KQueue:	6.1	0.0	6.1	0.0	0.0	0.0	0.0	8.5	8.5	5.1	4.6	0.0

70th%Factor:	1.19	1.20	1.19	1.20	1.20	1.20	1.20	1.18	1.18	1.19	1.19	1.20
70th%HCM2kQ:	7.2	0.0	7.2	0.0	0.0	0.0	0.0	10.0	10.0	6.1	5.5	0.0
85th%Factor:	1.54	1.60	1.54	1.60	1.60	1.60	1.60	1.53	1.53	1.55	1.56	1.60
85th%HCM2kQ:	9.4	0.0	9.4	0.0	0.0	0.0	0.0	12.9	12.9	8.0	7.2	0.0
90th%Factor:	1.70	1.80	1.70	1.80	1.80	1.80	1.80	1.66	1.66	1.71	1.72	1.80
90th%HCM2kQ:	10.3	0.0	10.3	0.0	0.0	0.0	0.0	14.1	14.1	8.8	7.9	0.0
95th%Factor:	1.93	2.10	1.93	2.10	2.10	2.10	2.10	1.87	1.87	1.95	1.96	2.10
95th%HCM2kQ:	11.7	0.0	11.7	0.0	0.0	0.0	0.0	15.9	15.9	10.0	9.0	0.0
98th%Factor:	2.33	2.70	2.33	2.70	2.70	2.70	2.70	2.22	2.22	2.37	2.40	2.70
98th%HCM2kQ:	14.2	0.0	14.2	0.0	0.0	0.0	0.0	18.8	18.8	12.2	11.0	0.0

## HCS2000: Unsignalized Intersections Release 4.1d

## TWO-WAY STOP CONTROL SUMMARY

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: PM Peak Hour  
 Intersection: Casitas Pl/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekday  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Casitas Place  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach	Eastbound			Westbound		
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R

Volume		393	29		149	320	
Peak-Hour Factor, PHF		1.00	1.00		1.00	1.00	
Hourly Flow Rate, HFR		393	29		149	320	
Percent Heavy Vehicles		--	--		0	--	--
Median Type/Storage	Undivided				/		
RT Channelized?		No					
Lanes		1	1		1	2	
Configuration		T	R		L	T	
Upstream Signal?		No			No		

Minor Street:	Approach	Northbound			Southbound		
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R

Volume		19	0	75			
Peak Hour Factor, PHF		1.00	1.00	1.00			
Hourly Flow Rate, HFR		19	0	75			
Percent Heavy Vehicles		0	0	0			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/		
Lanes		0	1	0			
Configuration		LTR					

## Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L			LTR				

v (vph)		149	94				
C(m) (vph)		1148	483				
v/c		0.13	0.19				
95% queue length		0.45	0.71				
Control Delay		8.6	14.2				
LOS		A	B				
Approach Delay			14.2				
Approach LOS			B				

HCS2000: Unsignalized Intersections Release 4.1d

Phone:  
 E-Mail:

Fax:

## TWO-WAY STOP CONTROL (TWSC) ANALYSIS

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: PM Peak Hour  
 Intersection: Casitas Pl/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekday  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Casitas Place  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R

Volume		393	29	149	320	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		98	7	37	80	
Hourly Flow Rate, HFR		393	29	149	320	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided				/	
RT Channelized?		No				
Lanes		1	1		1	2
Configuration		T	R		L	T
Upstream Signal?		No			No	

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R

Volume		19	0	75		
Peak Hour Factor, PHF		1.00	1.00	1.00		
Peak-15 Minute Volume		5	0	19		
Hourly Flow Rate, HFR		19	0	75		
Percent Heavy Vehicles		0	0	0		
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No			/	
RT Channelized?						
Lanes		0	1	0		
Configuration		LTR				

## Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

## Upstream Signal Data

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Type	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn  
Through  
S5 Left-Turn  
Through

## Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

## Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)		4.1	7.5	6.5	6.9			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		0	0	0	0			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00	0.70	0.00	0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage		4.1	6.8	6.5	6.9			
2-stage								

Follow-Up Time Calculations								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)		2.20	3.50	4.00	3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		0	0	0	0			
t(f)		2.2	3.5	4.0	3.3			

## Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal			
	Movement 2		Movement 5
	V(t)	V(l,prot)	V(t) V(l,prot)

V prog  
Total Saturation Flow Rate, s (vph)  
Arrival Type  
Effective Green, g (sec)  
Cycle Length, C (sec)  
Rp (from Exhibit 16-11)  
Proportion vehicles arriving on green P  
g(q1)  
g(q2)  
g(q)

Computation 2-Proportion of TWSC Intersection Time blocked			
	Movement 2		Movement 5
	V(t)	V(l,prot)	V(t) V(l,prot)

alpha

beta  
Travel time, t(a) (sec)  
Smoothing Factor, F  
Proportion of conflicting flow, f  
Max platooned flow, V(c,max)  
Min platooned flow, V(c,min)  
Duration of blocked period, t(p)  
Proportion time blocked, p 0.000 0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Stage I	(3) Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x		422	851	1011	393			
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process							
	7 Stage1	8 Stage2	10 Stage1	11 Stage2	12 Stage1	13 Stage2	14 Stage1
V(c,x)							
s	3000		3000				
P(x)							
V(c,u,x)							
C(r,x)							
C(plat,x)							

## Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	393	
Potential Capacity	612	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	612	
Probability of Queue free St.	0.88	1.00

Step 2: LT from Major St.	4	1
Conflicting Flows	422	
Potential Capacity	1148	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1148	
Probability of Queue free St.	0.87	1.00
Maj L-Shared Prob Q free St.		
Step 3: TH from Minor St.	8	11
Conflicting Flows	1011	
Potential Capacity	241	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.87	0.87
Movement Capacity	210	
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows	851	
Potential Capacity	303	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.87
Maj. L, Min T Adj. Imp Factor.		0.90
Cap. Adj. factor due to Impeding mvmnt	0.87	0.79
Movement Capacity	264	

## Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1011	
Potential Capacity	241	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.87	0.87
Movement Capacity	210	

## Result for 2 stage process:

a		
y		
C t	210	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		

Potential Capacity  
 Pedestrian Impedance Factor  
 Cap. Adj. factor due to Impeding mvmnt  
 Movement Capacity

Part 2 - Second Stage  
 Conflicting Flows  
 Potential Capacity  
 Pedestrian Impedance Factor  
 Cap. Adj. factor due to Impeding mvmnt  
 Movement Capacity

Part 3 - Single Stage  
 Conflicting Flows 851  
 Potential Capacity 303  
 Pedestrian Impedance Factor 1.00 1.00  
 Maj. L, Min T Impedance factor 0.87  
 Maj. L, Min T Adj. Imp Factor. 0.90  
 Cap. Adj. factor due to Impeding mvmnt 0.87 0.79  
 Movement Capacity 264

## Results for Two-stage process:

a  
 Y  
 C t 264

## Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	19	0	75			
Movement Capacity (vph)	264	210	612			
Shared Lane Capacity (vph)		483				

## Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	264	210	612			
Volume	19	0	75			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max		483				
C sh						
SUM C sep						
n						
C act						

## Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L		LTR				
v (vph)		149		94				
C(m) (vph)		1148		483				
v/c		0.13		0.19				
95% queue length		0.45		0.71				
Control Delay		8.6		14.2				

LOS	A	B
Approach Delay		14.2
Approach LOS		B

## Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.87
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		8.6
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

## HCS2000: Unsignalized Intersections Release 4.1d

## TWO-WAY STOP CONTROL SUMMARY

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: PM Peak Hour  
 Intersection: Island Wy/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekday  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Island Way  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1	2	3	4	5	6
		L	T	R	L	T	R
Volume		157	50		170	150	
Peak-Hour Factor, PHF		1.00	1.00		1.00	1.00	
Hourly Flow Rate, HFR		157	50		170	150	
Percent Heavy Vehicles		--	--		0	--	--
Median Type/Storage	Undivided						
RT Channelized?	No						
Lanes		1	1		1	2	
Configuration		T	R		L	T	
Upstream Signal?	No				No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume		47	0	238			
Peak Hour Factor, PHF		1.00	1.00	1.00			
Hourly Flow Rate, HFR		47	0	238			
Percent Heavy Vehicles		0	0	0			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/		
Lanes		0	1	0			
Configuration		LTR					

## Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L			LTR				
v (vph)	170			285				
C(m) (vph)	1376			726				
v/c	0.12			0.39				
95% queue length	0.42			1.87				
Control Delay	8.0			13.1				
LOS	A			B				
Approach Delay				13.1				
Approach LOS				B				

Phone:  
 E-Mail:

Fax:

## TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: PM Peak Hour  
 Intersection: Island Wy/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekday  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Island Way  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	157	50		170	150	
Peak-Hour Factor, PHF	1.00	1.00		1.00	1.00	
Peak-15 Minute Volume	39	12		42	38	
Hourly Flow Rate, HFR	157	50		170	150	
Percent Heavy Vehicles	--	--		0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No					
Lanes	1	1		1	2	
Configuration	T	R		L	T	
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	47	0	238			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Peak-15 Minute Volume	12	0	60			
Hourly Flow Rate, HFR	47	0	238			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/		
RT Channelized?						
Lanes	0	1	0			
Configuration	LTR					

## Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

## Upstream Signal Data

Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
----------------	--------------	--------------	----------------	------------------	-----------------	-------------------------



S2 Left-Turn  
Through  
S5 Left-Turn  
Through

## Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

## Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)		4.1	7.5	6.5	6.9			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		0	0	0	0			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00	0.70	0.00	0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage		4.1	6.8	6.5	6.9			
2-stage								

Follow-Up Time Calculations								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)		2.20	3.50	4.00	3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		0	0	0	0			
t(f)		2.2	3.5	4.0	3.3			

## Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal			
	Movement 2		Movement 5
	V(t)	V(l,prot)	V(t) V(l,prot)

V prog  
Total Saturation Flow Rate, s (vph)  
Arrival Type  
Effective Green, g (sec)  
Cycle Length, C (sec)  
Rp (from Exhibit 16-11)  
Proportion vehicles arriving on green P  
g(q1)  
g(q2)  
g(q)

Computation 2-Proportion of TWSC Intersection Time blocked			
	Movement 2		Movement 5
	V(t)	V(l,prot)	V(t) V(l,prot)

alpha

beta  
Travel time, t(a) (sec)  
Smoothing Factor, F  
Proportion of conflicting flow, f  
Max platooned flow, V(c,max)  
Min platooned flow, V(c,min)  
Duration of blocked period, t(p)  
Proportion time blocked, p 0.000 0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x		207	572	647	157			
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process							
	7 Stage1 Stage2		8 Stage1 Stage2		10 Stage1 Stage2		11 Stage1 Stage2
V(c,x)							
s		3000		3000			
P(x)							
V(c,u,x)							
C(r,x)							
C(plat,x)							

## Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.			9	12
Conflicting Flows			157	
Potential Capacity			867	
Pedestrian Impedance Factor			1.00	1.00
Movement Capacity			867	
Probability of Queue free St.			0.73	1.00

Step 2: LT from Major St.	4	1
Conflicting Flows	207	
Potential Capacity	1376	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1376	
Probability of Queue free St.	0.88	1.00
Maj L-Shared Prob Q free St.		
Step 3: TH from Minor St.	8	11
Conflicting Flows	647	
Potential Capacity	392	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.88	0.88
Movement Capacity	344	
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows	572	
Potential Capacity	455	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.88
Maj. L, Min T Adj. Imp Factor.		0.91
Cap. Adj. factor due to Impeding mvmnt	0.88	0.66
Movement Capacity	399	

## Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	647	
Potential Capacity	392	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.88	0.88
Movement Capacity	344	
Result for 2 stage process:		
a		
Y		
C t	344	
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		

Potential Capacity  
 Pedestrian Impedance Factor  
 Cap. Adj. factor due to Impeding mvmnt  
 Movement Capacity

Part 2 - Second Stage  
 Conflicting Flows  
 Potential Capacity  
 Pedestrian Impedance Factor  
 Cap. Adj. factor due to Impeding mvmnt  
 Movement Capacity

Part 3 - Single Stage  
 Conflicting Flows 572  
 Potential Capacity 455  
 Pedestrian Impedance Factor 1.00 1.00  
 Maj. L, Min T Impedance factor 0.88  
 Maj. L, Min T Adj. Imp Factor. 0.91  
 Cap. Adj. factor due to Impeding mvmnt 0.88 0.66  
 Movement Capacity 399

## Results for Two-stage process:

a  
 Y  
 C t 399

## Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	47	0	238			
Movement Capacity (vph)	399	344	867			
Shared Lane Capacity (vph)		726				

## Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	399	344	867			
Volume	47	0	238			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max		726				
C sh						
SUM C sep						
n						
C act						

## Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L		LTR				
v (vph)		170		285				
C(m) (vph)		1376		726				
v/c		0.12		0.39				
95% queue length		0.42		1.87				
Control Delay		8.0		13.1				

LOS	A	B
Approach Delay		13.1
Approach LOS		B

## Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.88
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		8.0
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 36.3  
Optimal Cycle: 64 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module: >> Count Date: 25 May 2003 << 12:15-1:15 PM

	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	HEADLANDS:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Vol.:
	57 258 136	1.28 1.28 1.28	73 330 174	0 14 130	1 2 0	74 346 304	1.00 1.00 1.00	1.00 1.00 1.00	74 346 304	0 0 0	74 346 304	1.00 1.00 1.00	1.00 1.00 1.00	74 346 304
	174 187 113	1.28 1.28 1.28	223 239 145	3 17 7	0 2 0	226 258 152	1.00 1.00 1.00	1.00 1.00 1.00	226 258 152	0 0 0	226 258 152	1.00 1.00 1.00	1.00 1.00 1.00	226 258 152
	137 267 27	1.28 1.28 1.28	175 342 35	3 29 0	0 2 1	178 373 36	1.00 1.00 1.00	1.00 1.00 1.00	178 373 36	0 0 0	178 373 36	1.00 1.00 1.00	1.00 1.00 1.00	178 373 36
	311 391 93	1.28 1.28 1.28	398 500 119	150 67 5	0 2 0	548 569 124	1.00 1.00 1.00	1.00 1.00 1.00	548 569 124	0 0 0	548 569 124	1.00 1.00 1.00	1.00 1.00 1.00	548 569 124

Saturation Flow Module:

	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
	1700 1700 1700	0.95 1.00 0.85	1.00 1.00 1.00	1615 1700 1445
	1700 1700 1700	0.95 1.00 0.85	1.00 1.00 1.00	1615 1700 1445
	1700 1700 1700	0.95 0.95 0.85	1.00 2.00 1.00	1615 3230 1445
	1700 1700 1700	0.95 0.95 0.85	1.00 2.00 1.00	1615 3230 1445

Capacity Analysis Module:

	Vol/Sat:	Crit Moves:	Green/Cycle:	Volume/Cap:	Delay/Veh:	User DelAdj:	AdjDel/Veh:	HCM2kAvg:
	0.05 0.20 0.21	****	0.09 0.24 0.65	0.48 0.84 0.33	45.4 50.3 8.1	1.00 1.00 1.00	45.4 50.3 8.1	3 13 4
	0.14 0.15 0.10	****	0.17 0.31 0.31	0.84 0.48 0.33	60.8 28.4 26.7	1.00 1.00 1.00	60.8 28.4 26.7	10 7 4
	0.11 0.12 0.02	****	0.21 0.14 0.14	0.53 0.84 0.18	36.8 55.5 38.6	1.00 1.00 1.00	36.8 55.5 38.6	6 8 1
	0.34 0.18 0.09	****	0.40 0.33 0.33	0.84 0.53 0.26	36.4 27.5 24.6	1.00 1.00 1.00	36.4 27.5 24.6	19 7 3

\*\*\*\*\*

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Detailed Computation Report  
2000 HCM Operations Method  
Future Volume Alternative

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

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

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

HCM Ops Adjusted Lane Utilization Module:

Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 2 0 1	1 0 2 0 1
Lane Group:	L T R	L T R	L T R	L T R
#LnsInGrps:	1 1 1	1 1 1	1 2 1	1 2 1

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

HCM Ops Input Saturation Adj Module:

Lane Width:	12 12 12	12 12 12	12 12 12	12 12 12
CrosswalkWid	8 8 8	8 8 8	8 8 8	8 8 8
% Hev Veh:	0 0 0	0 0 0	0 0 0	0 0 0
Grade:	0% 0% 0%	0% 0% 0%	0% 0% 0%	0% 0% 0%
Parking/Hr:	No No No	No No No	No No No	No No No
Bus Stp/Hr:	0 0 0	0 0 0	0 0 0	0 0 0
Area Type:	< < < < < < < < < < Other > > > > > > > > > >	< < < < < < < < < < Other > > > > > > > > > >	< < < < < < < < < < Other > > > > > > > > > >	< < < < < < < < < < Other > > > > > > > > > >
Cnft Ped/Hr:	0 0 0	0 0 0	0 0 0	0 0 0
ExclusiveRT:	Include Include Include Include	Include Include Include Include	Include Include Include Include	Include Include Include Include
% RT Prtct:	0 0 0	0 0 0	0 0 0	0 0 0

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

HCM Ops f(lt) Adj Case Module:

f(lt) Case:	1 xxxx xxxx	1 xxxx xxxx	1 xxxx xxxx	1 xxxx xxxx
	1 1 1	1 1 1	1 1 1	1 1 1

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

HCM Ops Saturation Adj Module:

Ln Wid Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Hev Veh Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Grade Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Parking Adj:	xxxxx xxxxx 1.00	xxxxx xxxxx 1.00	xxxxx xxxxx 1.00	xxxxx xxxxx 1.00
Bus Stp Adj:	xxxxx xxxxx 1.00	xxxxx xxxxx 1.00	xxxxx xxxxx 1.00	xxxxx xxxxx 1.00
Area Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
RT Adj:	xxxxx xxxxx 0.85	xxxxx xxxxx 0.85	xxxxx xxxxx 0.85	xxxxx xxxxx 0.85
LT Adj:	0.95 xxxxx xxxxxx	0.95 xxxxx xxxxxx	0.95 xxxxx xxxxxx	0.95 xxxxx xxxxxx
PedBike Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
HCM Sat Adj:	0.95 1.00 0.85	0.95 1.00 0.85	0.95 1.00 0.85	0.95 1.00 0.85
Utr Sat Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Sat Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 0.95 1.00	1.00 0.95 1.00
Fnl Sat Adj:	0.95 1.00 0.85	0.95 1.00 0.85	0.95 0.95 0.85	0.95 0.95 0.85

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

Delay Adjustment Factor Module:

Coordinated: < < < < < < < < < < No > > > > > > > > > >  
Signal Type: < < < < < < < < < < Actuated > > > > > > > > > >  
DelAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
2000 HCM Operations Method  
Future Volume Alternative

\*\*\*\*\*  
Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.09	0.24	0.65	0.17	0.31	0.31	0.21	0.14	0.14	0.40	0.33	0.33
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	2.1	9.2	3.8	6.4	5.8	3.2	4.6	5.0	0.9	14.5	6.4	2.5
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.9	3.6	0.5	3.3	0.9	0.5	1.1	3.1	0.2	4.1	1.1	0.3
HCM2kQueue:	2.9	12.8	4.3	9.7	6.7	3.7	5.7	8.1	1.1	18.5	7.5	2.9
70th%Factor:	1.19	1.17	1.19	1.18	1.18	1.19	1.19	1.18	1.20	1.16	1.18	1.19
70th%HCM2kQ:	3.5	15.0	5.1	11.4	8.0	4.4	6.8	9.6	1.3	21.5	8.9	3.4
85th%Factor:	1.57	1.50	1.56	1.52	1.54	1.56	1.55	1.53	1.59	1.46	1.53	1.57
85th%HCM2kQ:	4.6	19.1	6.7	14.7	10.3	5.8	8.8	12.5	1.7	27.1	11.5	4.5
90th%Factor:	1.75	1.61	1.72	1.65	1.69	1.73	1.70	1.67	1.78	1.56	1.67	1.75
90th%HCM2kQ:	5.1	20.6	7.3	16.0	11.3	6.4	9.7	13.6	1.9	28.9	12.6	5.0
95th%Factor:	2.01	1.79	1.97	1.85	1.91	1.99	1.94	1.88	2.06	1.71	1.90	2.01
95th%HCM2kQ:	5.9	23.0	8.4	18.0	12.9	7.4	11.1	15.3	2.2	31.7	14.2	5.8
98th%Factor:	2.50	2.07	2.42	2.17	2.30	2.45	2.34	2.23	2.62	1.94	2.26	2.50
98th%HCM2kQ:	7.3	26.5	10.3	21.1	15.4	9.1	13.4	18.2	2.9	35.9	17.0	7.2

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463  
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 10.3  
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	0

Volume Module:												
Base Vol:	21	0	46	0	0	0	0	521	31	52	714	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	27	0	59	0	0	0	0	667	40	67	914	0
Added Vol:	5	0	43	0	0	0	0	158	3	31	217	0
HEADLANDS:	0	0	0	0	0	0	0	2	0	0	2	0
Initial Fut:	32	0	102	0	0	0	0	827	43	98	1133	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:	32	0	102	0	0	0	0	827	43	98	1133	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	102	0	0	0	0	827	43	98	1133	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 Vol.:	32	0	102	0	0	0	0	827	43	98	1133	0

Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	0.24	0.00	0.76	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	359	0	1148	0	0	0	0	3050	157	1615	3230	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.27	0.27	0.06	0.35	0.00
Crit Moves:	****							****				
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.62	0.62	0.14	0.76	0.00
Volume/Cap:	0.46	0.00	0.46	0.00	0.00	0.00	0.00	0.44	0.44	0.44	0.46	0.00
Delay/Veh:	37.0	0.0	37.0	0.0	0.0	0.0	0.0	10.1	10.1	40.9	4.6	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:	37.0	0.0	37.0	0.0	0.0	0.0	0.0	10.1	10.1	40.9	4.6	0.0
HCM2kAvg:	4	0	4	0	0	0	0	7	7	3	7	0

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Detailed Computation Report  
2000 HCM Operations Method  
Future Volume Alternative

Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

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

## HCM Ops Adjusted Lane Utilization Module:

Lanes:	0	0	1	0	0	0	0	0	0	0	0	0
Lane Group:	LTR	LTR	LTR	xxxx	xxxx	xxxx	xxxx	RT	RT	L	T	xxxx
#LnsInGrps:	1	1	1	0	0	0	0	2	2	1	2	0

## HCM Ops Input Saturation Adj Module:

Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrosswalkWid	8	8	8	8	8	8	8	8	8	8	8	8
% Hev Veh:	0	0	0	0	0	0	0	0	0	0	0	0
Grade:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Parking/Hr:	No	No	No	No	No	No	No	No	No	No	No	No
Bus Stp/Hr:	0	0	0	0	0	0	0	0	0	0	0	0
Area Type:	<	<	<	<	<	<	<	<	<	Other	>	>
Cnft Ped/Hr:	0	0	0	0	0	0	0	0	0	0	0	0
ExclusiveRT:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
% RT Prtct:	0	0	0	0	0	0	0	0	0	0	0	0

## HCM Ops f(lt) Adj Case Module:

f(lt) Case:	4	xxxx	4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1	xxxx	xxxx
-------------	---	------	---	------	------	------	------	------	------	---	------	------

## HCM Ops Saturation Adj Module:

Ln Wid Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxx	xxxx	1.00	1.00	1.00	1.00	xxxx
Hev Veh Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxx	xxxx	1.00	1.00	1.00	1.00	xxxx
Grade Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxx	xxxx	1.00	1.00	1.00	1.00	xxxx
Parking Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxx	xxxx	1.00	1.00	xxxx	1.00	xxxx
Bus Stp Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxx	xxxx	1.00	1.00	xxxx	1.00	xxxx
Area Adj:	1.00	xxxx	1.00	xxxx	xxxx	xxxx	xxxx	1.00	1.00	1.00	1.00	xxxx
RT Adj:	0.90	xxxx	0.90	xxxx	xxxx	xxxx	xxxx	0.99	0.99	xxxx	xxxx	xxxx
LT Adj:	0.99	xxxx	0.99	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.95	xxxx	xxxx
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.99	0.99	0.95	1.00	1.00
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fn1 Sat Adj:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00

## Delay Adjustment Factor Module:

Coordinated:	<	<	<	<	<	<	<	<	<	<	<	No
Signal Type:	<	<	<	<	<	<	<	<	<	<	<	Actuated
DelAdjPctr:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
NOON PEAK HOUR

Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
2000 HCM Operations Method  
Future Volume Alternative

Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

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

Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.62	0.62	0.14	0.76	0.00
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.3	0.0	3.3	0.0	0.0	0.0	0.0	6.3	6.3	2.6	5.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.8	0.8	0.7	0.9	0.0
HCM2KQueue:	4.2	0.0	4.2	0.0	0.0	0.0	0.0	7.1	7.1	3.4	6.7	0.0

70th%Factor:	1.19	1.20	1.19	1.20	1.20	1.20	1.20	1.18	1.18	1.19	1.18	1.20
70th%HCM2kQ:	5.0	0.0	5.0	0.0	0.0	0.0	0.0	8.4	8.4	4.0	8.0	0.0
85th%Factor:	1.56	1.60	1.56	1.60	1.60	1.60	1.60	1.54	1.54	1.57	1.54	1.60
85th%HCM2kQ:	6.5	0.0	6.5	0.0	0.0	0.0	0.0	10.9	10.9	5.3	10.3	0.0
90th%Factor:	1.72	1.80	1.72	1.80	1.80	1.80	1.80	1.68	1.68	1.74	1.69	1.80
90th%HCM2kQ:	7.2	0.0	7.2	0.0	0.0	0.0	0.0	11.9	11.9	5.8	11.3	0.0
95th%Factor:	1.98	2.10	1.98	2.10	2.10	2.10	2.10	1.91	1.91	2.00	1.91	2.10
95th%HCM2kQ:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	13.5	13.5	6.7	12.8	0.0
98th%Factor:	2.43	2.70	2.43	2.70	2.70	2.70	2.70	2.28	2.28	2.47	2.30	2.70
98th%HCM2kQ:	10.1	0.0	10.1	0.0	0.0	0.0	0.0	16.1	16.1	8.3	15.4	0.0

## HCS2000: Unsignalized Intersections Release 4.1d

## TWO-WAY STOP CONTROL SUMMARY

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: NOON Peak Hour  
 Intersection: Casitas Pl/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekend  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Casitas Place  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	483	22		213	594	
Peak-Hour Factor, PHF	1.00	1.00		1.00	1.00	
Hourly Flow Rate, HFR	483	22		213	594	
Percent Heavy Vehicles	--	--		0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No					
Lanes	1	1		1	2	
Configuration	T	R		L	T	
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	18	0	112			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Hourly Flow Rate, HFR	18	0	112			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/		
Lanes	0	1	0			
Configuration	LTR					

Delay, Queue Length, and Level of Service								
Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12
		L		LTR				
v (vph)	213			130				
C(m) (vph)	1070			388				
v/c	0.20			0.34				
95% queue length	0.74			1.45				
Control Delay	9.2			18.9				
LOS	A			C				
Approach Delay				18.9				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

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## TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: NOON Peak Hour  
 Intersection: Casitas Pl/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekend  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Casitas Place  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	483	22		213	594	
Peak-Hour Factor, PHF	1.00	1.00		1.00	1.00	
Peak-15 Minute Volume	121	6		53	148	
Hourly Flow Rate, HFR	483	22		213	594	
Percent Heavy Vehicles	--	--		0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No					
Lanes	1	1		1	2	
Configuration	T	R		L	T	
Upstream Signal?	No			No		

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	18	0	112			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Peak-15 Minute Volume	4	0	28			
Hourly Flow Rate, HFR	18	0	112			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/		
RT Channelized?						
Lanes	0	1	0			
Configuration	LTR					

Pedestrian Volumes and Adjustments				
Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data						
Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet

S2 Left-Turn  
Through  
S5 Left-Turn  
Through

## Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

## Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)		4.1	7.5	6.5	6.9			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		0	0	0	0			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00	0.70	0.00	0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage		4.1	6.8	6.5	6.9			
2-stage								

Follow-Up Time Calculations								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)		2.20	3.50	4.00	3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		0	0	0	0			
t(f)		2.2	3.5	4.0	3.3			

## Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal			
	Movement 2		Movement 5
	V(t)	V(l,prot)	V(t) V(l,prot)

V prog  
Total Saturation Flow Rate, s (vph)  
Arrival Type  
Effective Green, g (sec)  
Cycle Length, C (sec)  
Rp (from Exhibit 16-11)  
Proportion vehicles arriving on green P  
g(q1)  
g(q2)  
g(q)

Computation 2-Proportion of TWSC Intersection Time blocked			
	Movement 2		Movement 5
	V(t)	V(l,prot)	V(t) V(l,prot)

alpha

beta  
Travel time, t(a) (sec)  
Smoothing Factor, F  
Proportion of conflicting flow, f  
Max platooned flow, V(c,max)  
Min platooned flow, V(c,min)  
Duration of blocked period, t(p)  
Proportion time blocked, p 0.000 0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x		505	1206	1503	483			
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process							
	7 Stage1 Stage2		8 Stage1 Stage2		10 Stage1 Stage2		11 Stage1 Stage2
V(c,x)							
s		3000		3000			
P(x)							
V(c,u,x)							
C(r,x)							
C(plat,x)							

## Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	483	
Potential Capacity	535	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	535	
Probability of Queue free St.	0.79	1.00



Step 2: LT from Major St.	4	1
Conflicting Flows	505	
Potential Capacity	1070	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1070	
Probability of Queue free St.	0.80	1.00
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows	1503	
Potential Capacity	123	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.80	0.80
Movement Capacity	99	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows	1206	
Potential Capacity	179	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.80
Maj. L, Min T Adj. Imp Factor.		0.85
Cap. Adj. factor due to Impeding mvmnt	0.80	0.67
Movement Capacity	143	

## Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		

Part 3 - Single Stage		
Conflicting Flows	1503	
Potential Capacity	123	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.80	0.80
Movement Capacity	99	

## Result for 2 stage process:

a		
Y		
C t	99	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage	
Conflicting Flows	

Potential Capacity  
Pedestrian Impedance Factor  
Cap. Adj. factor due to Impeding mvmnt  
Movement Capacity

Part 2 - Second Stage  
Conflicting Flows  
Potential Capacity  
Pedestrian Impedance Factor  
Cap. Adj. factor due to Impeding mvmnt  
Movement Capacity

Part 3 - Single Stage		
Conflicting Flows	1206	
Potential Capacity	179	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.80
Maj. L, Min T Adj. Imp Factor.		0.85
Cap. Adj. factor due to Impeding mvmnt	0.80	0.67
Movement Capacity	143	

## Results for Two-stage process:

a	
Y	
C t	143

## Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	18	0	112			
Movement Capacity (vph)	143	99	535			
Shared Lane Capacity (vph)		388				

## Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	143	99	535			
Volume	18	0	112			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		388				
SUM C sep						
n						
C act						

## Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L		LTR				
v (vph)		213		130				
C(m) (vph)		1070		388				
v/c		0.20		0.34				
95% queue length		0.74		1.45				
Control Delay		9.2		18.9				

LOS	A	C
Approach Delay		18.9
Approach LOS		C

## Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.80
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		9.2
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

## HCS2000: Unsignalized Intersections Release 4.1d

## TWO-WAY STOP CONTROL SUMMARY

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: NOON Peak Hour  
 Intersection: Island Wy/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide WeekEND  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Island Way  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street:	Approach Movement	1	2	3	4	5
		L	T	R	L	T
Volume		331	64	231	381	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR		331	64	231	381	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided	/				
RT Channelized?		No				
Lanes		1	1		1	2
Configuration		T	R		L	T
Upstream Signal?		No		No		

Minor Street:	Approach Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		37	0	167			
Peak Hour Factor, PHF		1.00	1.00	1.00			
Hourly Flow Rate, HFR		37	0	167			
Percent Heavy Vehicles		0	0	0			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No		/	/		
Lanes		0	1	0			
Configuration		LTR					

Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Config	L	L	LTR				12
v (vph)	231		204				
C(m) (vph)	1175		470				
v/c	0.20		0.43				
95% queue length	0.73		2.16				
Control Delay	8.8		18.4				
LOS	A		C				
Approach Delay			18.4				
Approach LOS			C				

HCS2000: Unsignalized Intersections Release 4.1d

Phone: Fax:  
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## TWO-WAY STOP CONTROL (TWSC) ANALYSIS

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: NOON Peak Hour  
 Intersection: Island Wy/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide WeekEND  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Island Way  
 Intersection Orientation: EW Study period (hrs): 0.25

	Vehicle Volumes and Adjustments					
Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		331	64	231	381	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		83	16	58	95	
Hourly Flow Rate, HFR		331	64	231	381	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No					
Lanes		1	1		1	2
Configuration		T	R		L	T
Upstream Signal?		No			No	

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	37	0	167			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Peak-15 Minute Volume	9	0	42			
Hourly Flow Rate, HFR	37	0	167			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)		0			0	
Flared Approach:	Exists?/Storage		No	/		/
RT Channelized?						
Lanes	0	1	0			
Configuration	LTR					

Pedestrian Volumes and Adjustments				
Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data						
Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet

S2 Left-Turn  
Through  
S5 Left-Turn  
Through

## Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

## Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)		4.1	7.5	6.5	6.9			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		0	0	0	0			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00	0.70	0.00	0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c): 1-stage		4.1	6.8	6.5	6.9			
2-stage								

Follow-Up Time Calculations								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)		2.20	3.50	4.00	3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		0	0	0	0			
t(f)		2.2	3.5	4.0	3.3			

## Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal				
	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
<hr/>				
V prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from Exhibit 16-11)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				
<hr/>				
Computation 2-Proportion of TWSC Intersection Time blocked				
	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
<hr/>				
alpha				

beta  
Travel time, t(a) (sec)  
Smoothing Factor, F  
Proportion of conflicting flow, f  
Max platooned flow, V(c,max)  
Min platooned flow, V(c,min)  
Duration of blocked period, t(p)  
Proportion time blocked, p 0.000 0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Stage I	(3) Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x		395	983	1174	331			
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process								
	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s		3000		3000				
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

## Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.			
	9		12
Conflicting Flows		331	
Potential Capacity		671	
Pedestrian Impedance Factor		1.00	1.00
Movement Capacity		671	
Probability of Queue free St.		0.75	1.00

Step 2: LT from Major St.	4	1
Conflicting Flows	395	
Potential Capacity	1175	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1175	
Probability of Queue free St.	0.80	1.00
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows	1174	
Potential Capacity	193	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.80	0.80
Movement Capacity	155	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows	983	
Potential Capacity	249	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.80
Maj. L, Min T Adj. Imp Factor.		0.85
Cap. Adj. factor due to Impeding mvmnt	0.80	0.64
Movement Capacity	200	

## Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		

Part 3 - Single Stage		
Conflicting Flows	1174	
Potential Capacity	193	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.80	0.80
Movement Capacity	155	

## Result for 2 stage process:

a		
Y		
C t	155	
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage	
Conflicting Flows	

Potential Capacity	
Pedestrian Impedance Factor	
Cap. Adj. factor due to Impeding mvmnt	
Movement Capacity	

Part 2 - Second Stage	
Conflicting Flows	
Potential Capacity	
Pedestrian Impedance Factor	
Cap. Adj. factor due to Impeding mvmnt	
Movement Capacity	

Part 3 - Single Stage		
Conflicting Flows	983	
Potential Capacity	249	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.80
Maj. L, Min T Adj. Imp Factor.		0.85
Cap. Adj. factor due to Impeding mvmnt	0.80	0.64
Movement Capacity	200	

## Results for Two-stage process:

a	
Y	
C t	200

## Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	37	0	167			
Movement Capacity (vph)	200	155	671			
Shared Lane Capacity (vph)		470				

## Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	200	155	671			
Volume	37	0	167			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						

n max	
C sh	470
SUM C sep	
n	
C act	

## Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L		LTR				
v (vph)		231		204				
C(m) (vph)		1175		470				
v/c		0.20		0.43				
95% queue length		0.73		2.16				
Control Delay		8.8		18.4				

LOS	A	C
Approach Delay		18.4
Approach LOS		C

## Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.80
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		8.8
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

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## DANA POINT HARBOR

FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR

Cycle (sec):	100	Critical Vol./Cap. (X):	0.893
Loss Time (sec):	5 (Y+R = 4 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R		
Control:	Protected				Protected				Protected				Protected					
Rights:	Ovl				Include				Include				Include					
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0		
Lanes:	1	0	1	0	1	0	1	0	1	0	2	0	1	1	0	2	0	1

Volume Module:	>>	Count	Date:	25 May 2003	<<	2:30-3:30 PM							
Base Vol:	72	268	172	185	163	111	136	279	33	331	377	95	
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	
Initial Bse:	92	343	220	237	209	142	174	357	42	424	483	122	
Added Vol:	0	12	111	11	17	4	5	41	0	157	26	9	
HEADLANDS:	2	4	0	0	4	0	0	4	2	0	4	0	
Initial Fut:	94	359	331	248	230	146	179	402	44	581	513	131	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	94	359	331	248	230	146	179	402	44	581	513	131	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	94	359	331	248	230	146	179	402	44	581	513	131	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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 Vol.:	94	359	331	248	230	146	179	402	44	581	513	131	

Saturation Flow Module:

Saturation Flow Results												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1615	1700	1445	1615	1700	1445	1615	3230	1445	1615	3230	1445

Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.23	0.15	0.14	0.10	0.11	0.12	0.03	0.36	0.16	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.24	0.64	0.17	0.29	0.29	0.22	0.14	0.14	0.40	0.32	0.32
Volume/Cap:	0.47	0.89	0.36	0.89	0.47	0.35	0.50	0.89	0.22	0.89	0.50	0.28
Delay/Veh:	42.6	58.5	8.7	68.9	30.3	29.0	35.0	62.0	38.8	42.6	27.9	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	58.5	8.7	68.9	30.3	29.0	35.0	62.0	38.8	42.6	27.9	25.8
HCD2kAvq:	3	14	5	11	6	4	6	9	1	21	7	3

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## DANA POINT HARBOR

FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

## Level Of Service Detailed Computation Report

2000 HCM Operations Method

Future Volume Alternative

Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR

<b>Approach:</b>	<b>North Bound</b>	<b>South Bound</b>	<b>East Bound</b>	<b>West Bound</b>
<b>Movement:</b>	L - T - R	L - T - R	L - T - R	L - T - R

HCM Ops Adjusted Lane Utilization Module:

new ops delayed	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1	
Lanes:	L		T		R	L		T		R	L		T		R	L		T		R	
#LaneGrps:	1		1		1	1		1		1	1		1		2	1		1		2	1

## HCM Ops Input Saturation Adj Module:

Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrosswalkWid	8				8				8			8
% Hev Veh:	0				0				0			0
Grade:	0%				0%				0%			0%
Parking/Hr:	No				No				No			No
Bus Stp/Hr:	0				0				0			0
Area Type:	<	<	<	<	<	<	<	Other	>	>	>	>
Cnft Ped/Hr:	0				0				0			0
ExclusiveRT:	Include				Include				Include			Include
% RT Prtct:	0				0				0			0

HCM Ops f(1t) Adj Case Module:

```
f(lt) Case:      1 xxxx  xxxx      1 xxxx  xxxx      1 xxxx  xxxx      1 xxxx  xxxx
```

HCM Ops Saturation Adj Module:

Ln	Wld Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev	Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking	Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx
Bus Stp	Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx
Area	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT	Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx
LT	Adj:	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.95	xxxx
PedBike	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM	Sat Adj:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00
Ustr	Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF	Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Fnl	Sat Adj:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95

Delay Adjustment Factor Module:

[illegible]

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
2000 HCM Operations Method  
Future Volume Alternative

Intersection #107 ST OF THE GOLDEN LANTERN/DANA POINT HARBOR DR

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.12	0.24	0.64	0.17	0.29	0.29	0.22	0.14	0.14	0.40	0.32	0.32
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	2.6	9.7	4.3	7.1	5.3	3.2	4.6	5.5	1.1	15.8	5.8	2.7
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.8	4.5	0.6	4.1	0.9	0.5	1.0	3.7	0.3	5.3	1.0	0.4
HCM2KQueue:	3.4	14.2	4.9	11.2	6.1	3.8	5.5	9.2	1.4	21.1	6.7	3.1
70th%Factor:	1.19	1.17	1.19	1.18	1.19	1.19	1.19	1.18	1.20	1.16	1.18	1.19
70th%HCM2kQ:	4.1	16.6	5.8	13.1	7.3	4.5	6.6	10.9	1.6	24.5	8.0	3.7
85th%Factor:	1.57	1.49	1.56	1.51	1.54	1.56	1.55	1.52	1.59	1.45	1.54	1.57
85th%HCM2kQ:	5.3	21.1	7.6	16.8	9.5	5.9	8.6	14.0	2.2	30.6	10.4	4.9
90th%Factor:	1.74	1.60	1.71	1.63	1.69	1.73	1.70	1.65	1.77	1.54	1.69	1.74
90th%HCM2kQ:	5.9	22.7	8.3	18.2	10.4	6.5	9.4	15.2	2.4	32.5	11.3	5.4
95th%Factor:	2.00	1.77	1.96	1.82	1.93	1.99	1.94	1.86	2.06	1.69	1.91	2.00
95th%HCM2kQ:	6.8	25.2	9.5	20.4	11.8	7.5	10.7	17.1	2.8	35.6	12.9	6.2
98th%Factor:	2.47	2.04	2.39	2.12	2.32	2.45	2.35	2.19	2.60	1.90	2.30	2.49
98th%HCM2kQ:	8.4	28.9	11.6	23.7	14.3	9.2	13.0	20.2	3.6	40.1	15.4	7.7

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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 16.5  
 Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	32	0	72	0	0	0	0	591	43	70	713	0
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	41	0	92	0	0	0	0	756	55	90	913	0
Added Vol:	9	0	83	0	0	0	0	152	11	103	183	0
HEADLANDS:	0	0	0	0	0	0	0	4	0	0	4	0
Initial Fut:	50	0	175	0	0	0	0	912	66	193	1100	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:	50	0	175	0	0	0	0	912	66	193	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	175	0	0	0	0	912	66	193	1100	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 Vol.:	50	0	175	0	0	0	0	912	66	193	1100	0

Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	0.22	0.00	0.78	0.00	0.00	0.00	0.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	334	0	1171	0	0	0	0	2982	216	1615	3230	0

Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.31	0.31	0.12	0.34	0.00
Crit Moves:	****							****				
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.51	0.51	0.20	0.70	0.00
Volume/Cap:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.61	0.61	0.61	0.48	0.00
Delay/Veh:	36.2	0.0	36.2	0.0	0.0	0.0	0.0	18.3	18.3	39.9	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	36.2	0.0	0.0	0.0	0.0	18.3	18.3	39.9	6.9	0.0
HCM2kAvg:	7	0	7	0	0	0	0	11	11	7	8	0



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DANA POINT HARBOR  
FORECAST BUILDOUT YEAR 2030 WITH HARBORWIDE PROJECT WEEKEND CONDITIONS  
PM PEAK HOUR

Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
2000 HCM Operations Method  
Future Volume Alternative

\*\*\*\*\*  
Intersection #108 PUERTO PLACE/DANA POINT HARBOR DR

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.51	0.51	0.20	0.70	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
QI:	5.6	0.0	5.6	0.0	0.0	0.0	0.0	9.7	9.7	5.1	6.9	0.0

UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	1.4	0.0	1.4	0.0	0.0	0.0	0.0	1.5	1.5	1.4	0.9	0.0
HCM2KQueue:	7.0	0.0	7.0	0.0	0.0	0.0	0.0	11.2	11.2	6.5	7.8	0.0
<hr/>												
70th%Factor:	1.18	1.20	1.18	1.20	1.20	1.20	1.20	1.18	1.18	1.18	1.18	1.20
70th%HCM2kQ:	8.3	0.0	8.3	0.0	0.0	0.0	0.0	13.1	13.1	7.8	9.2	0.0
<hr/>												
85th%Factor:	1.54	1.60	1.54	1.60	1.60	1.60	1.60	1.51	1.51	1.54	1.53	1.60
85th%HCM2kQ:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	16.8	16.8	10.1	12.0	0.0
<hr/>												

90th%Factor:	1.68	1.80	1.68	1.80	1.80	1.80	1.80	1.63	1.63	1.69	1.67	1.80
90th%HCM2kQ:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	18.2	18.2	11.1	13.0	0.0

95th%Factor:	1.91	2.10	1.91	2.10	2.10	2.10	2.10	1.82	1.82	1.92	1.89	2.10
95th%HCM2kQ:	13.4	0.0	13.4	0.0	0.0	0.0	0.0	20.3	20.3	12.5	14.8	0.0
98th%Factor:	2.28	2.70	2.28	2.70	2.70	2.70	2.70	2.12	2.12	2.30	2.25	2.70
98th%HCM2kQ:	16.0	0.0	16.0	0.0	0.0	0.0	0.0	23.7	23.7	15.1	17.6	0.0



## HCS2000: Unsignalized Intersections Release 4.1d

## TWO-WAY STOP CONTROL SUMMARY

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: PM Peak Hour  
 Intersection: Casitas Pl/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekend  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Casitas Place  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume		532	50	190	636	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR		532	50	190	636	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No					
Lanes	1	1		1	2	
Configuration	T	R		L	T	
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	29	0	122			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Hourly Flow Rate, HFR	29	0	122			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/		
Lanes	0	1	0			
Configuration	LTR					

Delay, Queue Length, and Level of Service								
Approach Movement	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12
Lane Config	L			LTR				
v (vph)	190			151				
C(m) (vph)	1002			334				
v/c	0.19			0.45				
95% queue length	0.70			2.25				
Control Delay	9.4			24.4				
LOS	A			C				
Approach Delay				24.4				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

Phone:  
 E-Mail:

Fax:

## TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: PM Peak Hour  
 Intersection: Casitas Pl/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekend  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Casitas Place  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume		532	50	190	636	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		133	12	48	159	
Hourly Flow Rate, HFR		532	50	190	636	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No					
Lanes	1	1		1	2	
Configuration	T	R		L	T	
Upstream Signal?	No			No		

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	29	0	122			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Peak-15 Minute Volume	7	0	30			
Hourly Flow Rate, HFR	29	0	122			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/		
RT Channelized?						
Lanes	0	1	0			
Configuration	LTR					

Pedestrian Volumes and Adjustments				
Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data						
Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet

S2 Left-Turn  
Through  
S5 Left-Turn  
Through

## Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

## Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation								
Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
t(c,base)		4.1	7.5	6.5	6.9			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		0	0	0	0			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00	0.70	0.00	0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage		4.1	6.8	6.5	6.9			
2-stage								

Follow-Up Time Calculations								
Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
t(f,base)		2.20	3.50	4.00	3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		0	0	0	0			
t(f)		2.2	3.5	4.0	3.3			

## Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal				
	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog  
Total Saturation Flow Rate, s (vph)  
Arrival Type  
Effective Green, g (sec)  
Cycle Length, C (sec)  
Rp (from Exhibit 16-11)  
Proportion vehicles arriving on green P  
g(q1)  
g(q2)  
g(q)

Computation 2-Proportion of TWSC Intersection Time blocked				
	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

alpha

beta  
Travel time, t(a) (sec)  
Smoothing Factor, F  
Proportion of conflicting flow, f  
Max platooned flow, V(c,max)  
Min platooned flow, V(c,min)  
Duration of blocked period, t(p)  
Proportion time blocked, p 0.000 0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
V c,x		582	1230	1548	532			
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process								
	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s		3000		3000				
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

## Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	532	
Potential Capacity	497	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	497	
Probability of Queue free St.	0.75	1.00

Step 2: LT from Major St.	4	1
Conflicting Flows	582	
Potential Capacity	1002	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1002	
Probability of Queue free St.	0.81	1.00
Maj L-Shared Prob Q free St.		
Step 3: TH from Minor St.	8	11
Conflicting Flows	1548	
Potential Capacity	115	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.81	0.81
Movement Capacity	93	
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows	1230	
Potential Capacity	173	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.81
Maj. L, Min T Adj. Imp Factor.		0.85
Cap. Adj. factor due to Impeding mvmnt	0.81	0.64
Movement Capacity	140	

## Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1548	
Potential Capacity	115	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.81	0.81
Movement Capacity	93	
Result for 2 stage process:		
a		
Y		
C t	93	
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		

Potential Capacity  
 Pedestrian Impedance Factor  
 Cap. Adj. factor due to Impeding mvmnt  
 Movement Capacity

Part 2 - Second Stage  
 Conflicting Flows  
 Potential Capacity  
 Pedestrian Impedance Factor  
 Cap. Adj. factor due to Impeding mvmnt  
 Movement Capacity

Part 3 - Single Stage  
 Conflicting Flows 1230  
 Potential Capacity 173  
 Pedestrian Impedance Factor 1.00 1.00  
 Maj. L, Min T Impedance factor 0.81  
 Maj. L, Min T Adj. Imp Factor. 0.85  
 Cap. Adj. factor due to Impeding mvmnt 0.81 0.64  
 Movement Capacity 140

## Results for Two-stage process:

a  
 Y  
 C t 140

## Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	29	0	122			
Movement Capacity (vph)	140	93	497			
Shared Lane Capacity (vph)		334				

## Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	140	93	497			
Volume	29	0	122			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		334				
SUM C sep						
n						
C act						

## Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L		LTR				
v (vph)		190		151				
C(m) (vph)		1002		334				
v/c		0.19		0.45				
95% queue length		0.70		2.25				
Control Delay		9.4		24.4				

LOS	A	C
Approach Delay		24.4
Approach LOS		C

## Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.81
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		9.4
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

## HCS2000: Unsignalized Intersections Release 4.1d

## TWO-WAY STOP CONTROL SUMMARY

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: PM Peak Hour  
 Intersection: Island Wy/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekend  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Island Way  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments								
Major Street:	Approach Movement	Eastbound			Westbound			
		1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume			348	45		261	405	
Peak-Hour Factor, PHF			1.00	1.00		1.00	1.00	
Hourly Flow Rate, HFR			348	45		261	405	
Percent Heavy Vehicles			--	--		0	--	--
Median Type/Storage		Undivided			/			
RT Channelized?				No				
Lanes			1	1		1	2	
Configuration			T	R		L	T	
Upstream Signal?			No				No	

Minor Street:	Approach	Northbound			Southbound		
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		37	0	228			
Peak Hour Factor, PHF		1.00	1.00	1.00			
Hourly Flow Rate, HFR		37	0	228			
Percent Heavy Vehicles		0	0	0			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/		
Lanes		0	1	0			
Configuration		LTR					

Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound		Southbound		
Movement	1	4	7	8	9	10	11
Lane Config		L		LTR			12
v (vph)	261			265			
C(m) (vph)	1177			468			
v/c	0.22			0.57			
95% queue length	0.85			3.45			
Control Delay	8.9			22.3			
LOS	A			C			
Approach Delay				22.3			
Approach LOS				C			

Phone: Fax:  
 E-Mail:

## TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: DK  
 Agency/Co.: RBF  
 Date Performed: 7/1/2005  
 Analysis Time Period: PM Peak Hour  
 Intersection: Island Wy/Dana Pt Harbor Dr  
 Jurisdiction: City of Dana Point  
 Units: U. S. Customary  
 Analysis Year: 2030 With Harborwide Weekend  
 Project ID: Dana Point Harbor Project  
 East/West Street: Dana Point Harbor Dr  
 North/South Street: Island Way  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		348	45	261	405	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		87	11	65	101	
Hourly Flow Rate, HFR		348	45	261	405	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No					
Lanes		1	1		1	2
Configuration		T	R		L	T
Upstream Signal?		No			No	

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	37	0	228			
Peak Hour Factor, PHF	1.00	1.00	1.00			
Peak-15 Minute Volume	9	0	57			
Hourly Flow Rate, HFR	37	0	228			
Percent Heavy Vehicles	0	0	0			
Percent Grade (%)		0			0	
Flared Approach:	Exists?	Storage	No	/		/
RT Channelized?						
Lanes	0	1	0			
Configuration		LTR				

Pedestrian Volumes and Adjustments				
Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data						
Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Type	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn  
Through  
S5 Left-Turn  
Through

## Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

## Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)		4.1	7.5	6.5	6.9			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		0	0	0	0			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00	0.70	0.00	0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage		4.1	6.8	6.5	6.9			
2-stage								

Follow-Up Time Calculations								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)		2.20	3.50	4.00	3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		0	0	0	0			
t(f)		2.2	3.5	4.0	3.3			

## Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal			
	Movement 2		Movement 5
	V(t)	V(l,prot)	V(t) V(l,prot)

V prog  
Total Saturation Flow Rate, s (vph)  
Arrival Type  
Effective Green, g (sec)  
Cycle Length, C (sec)  
Rp (from Exhibit 16-11)  
Proportion vehicles arriving on green P  
g(q1)  
g(q2)  
g(q)

Computation 2-Proportion of TWSC Intersection Time blocked			
	Movement 2		Movement 5
	V(t)	V(l,prot)	V(t) V(l,prot)

alpha

beta  
Travel time, t(a) (sec)  
Smoothing Factor, F  
Proportion of conflicting flow, f  
Max platooned flow, V(c,max)  
Min platooned flow, V(c,min)  
Duration of blocked period, t(p)  
Proportion time blocked, p 0.000 0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Stage I	(3) Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x		393	1072	1275	348			
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process							
	7 Stage1	8 Stage2	10 Stage1	11 Stage2	10 Stage1	11 Stage2	11 Stage1
V(c,x)							
s	3000		3000				
P(x)							
V(c,u,x)							
C(r,x)							
C(plat,x)							

## Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	348	
Potential Capacity	654	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	654	
Probability of Queue free St.	0.65	1.00



Step 2: LT from Major St.	4	1
Conflicting Flows	393	
Potential Capacity	1177	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1177	
Probability of Queue free St.	0.78	1.00
Maj L-Shared Prob Q free St.		
Step 3: TH from Minor St.	8	11
Conflicting Flows	1275	
Potential Capacity	168	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.78	0.78
Movement Capacity	131	
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows	1072	
Potential Capacity	219	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.78
Maj. L, Min T Adj. Imp Factor.		0.83
Cap. Adj. factor due to Impeding mvmnt	0.78	0.54
Movement Capacity	170	

## Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1275	
Potential Capacity	168	
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.78	0.78
Movement Capacity	131	
Result for 2 stage process:		
a		
Y		
C t	131	
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		

Potential Capacity  
Pedestrian Impedance Factor  
Cap. Adj. factor due to Impeding mvmnt  
Movement Capacity

Part 2 - Second Stage  
Conflicting Flows  
Potential Capacity  
Pedestrian Impedance Factor  
Cap. Adj. factor due to Impeding mvmnt  
Movement Capacity

Part 3 - Single Stage  
Conflicting Flows 1072  
Potential Capacity 219  
Pedestrian Impedance Factor 1.00 1.00  
Maj. L, Min T Impedance factor 0.78  
Maj. L, Min T Adj. Imp Factor. 0.83  
Cap. Adj. factor due to Impeding mvmnt 0.78 0.54  
Movement Capacity 170

## Results for Two-stage process:

a  
Y  
C t 170

## Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	37	0	228			
Movement Capacity (vph)	170	131	654			
Shared Lane Capacity (vph)		468				

## Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	170	131	654			
Volume	37	0	228			
Delay						
Q sep						
Q sep +1 round (Qsep +1)						
n max						
C sh		468				
SUM C sep						
n						
C act						

## Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L		LTR				
v (vph)		261		265				
C(m) (vph)		1177		468				
v/c		0.22		0.57				
95% queue length		0.85		3.45				
Control Delay		8.9		22.3				

LOS	A	C
Approach Delay		22.3
Approach LOS		C

## Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.78
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		8.9
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		