APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-1 – EXISTING CONDITIONS

Uptown Newport
Existing Conditions
AM Peak Hour

Scenario Report

Scenario:	Existing AM ICU
Command:	Existing AM ICU
Volume:	Existing AM
Geometry:	Existing ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Existing Conditions
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	613	741	1274	275	481	74	28	665	367	196	461	110	5285
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	613	741	1274	275	481	74	28	665	367	196	461	110	5285
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	1517	273	244	749	0	0	0	0	899	0	783	4465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1517	273	244	749	0	0	0	0	899	0	783	4465
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	912	374	216	1024	416	0	0	0	1007	236	793	4978
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	912	374	216	1024	416	0	0	0	1007	236	793	4978
#4 MacArthur Blvd/Michelson Dr													
Base	203	912	211	1110	1147	5	413	67	91	73	85	150	4467
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	203	912	211	1110	1147	5	413	67	91	73	85	150	4467
#5 MacArthur Blvd/Campus Dr													
Base	40	849	71	258	719	278	369	639	71	48	200	63	3605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	849	71	258	719	278	369	639	71	48	200	63	3605
#6 MacArthur Blvd/Birch St													
Base	33	687	86	90	606	201	113	256	57	26	137	38	2330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	687	86	90	606	201	113	256	57	26	137	38	2330
#7 MacArthur Blvd/Von Karman Ave													
Base	98	726	674	40	275	153	25	88	21	83	120	11	2314
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	726	674	40	275	153	25	88	21	83	120	11	2314
#8 MacArthur Blvd/Jamboree Rd													
Base	153	1284	465	72	318	128	374	931	161	344	644	180	5054
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	153	1284	465	72	318	128	374	931	161	344	644	180	5054
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2036	553	232	525	0	0	0	0	33	0	21	3400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2036	553	232	525	0	0	0	0	33	0	21	3400

Uptown Newport
Existing Conditions
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 MacArthur Blvd NB/Univeristy Dr													
Base	48	0	159	0	0	0	0	1102	117	271	690	0	2387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	0	159	0	0	0	0	1102	117	271	690	0	2387
#11 MacArthur Blvd SB/University Dr													
Base	0	0	42	0	0	0	0	1172	50	305	441	0	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	42	0	0	0	0	1172	50	305	441	0	2010
#12 Von Karman Ave/Main St													
Base	83	246	82	97	1164	275	123	585	247	298	864	65	4129
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	83	246	82	97	1164	275	123	585	247	298	864	65	4129
#13 Von Karman Ave/Michelson Dr													
Base	43	608	74	109	614	126	101	154	38	151	320	270	2608
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	608	74	109	614	126	101	154	38	151	320	270	2608
#14 Von Karman Ave/Dupont Dr													
Base	35	744	18	33	556	20	11	41	40	34	46	60	1638
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	744	18	33	556	20	11	41	40	34	46	60	1638
#15 Von Karman Ave/Campus Dr													
Base	20	563	43	32	365	66	237	308	60	71	258	74	2097
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	563	43	32	365	66	237	308	60	71	258	74	2097
#16 Von Karman Ave/Birch St													
Base	19	491	41	47	305	120	95	179	28	39	151	19	1534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	491	41	47	305	120	95	179	28	39	151	19	1534
#17 Teller Ave/Campus Dr													
Base	5	14	21	6	18	24	26	247	34	65	474	111	1045
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	14	21	6	18	24	26	247	34	65	474	111	1045
#18 Teller Ave/Birch St													
Base	2	1	5	21	9	18	29	101	16	45	249	26	522
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	5	21	9	18	29	101	16	45	249	26	522

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Liceneed to K-H, PHOENIX, AZ

Uptown Newport
Existing Conditions
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Jamboree Rd/Main St													
Base	392	1359	357	332	2238	338	178	331	255	474	421	133	6808
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	392	1359	357	332	2238	338	178	331	255	474	421	133	6808
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1892	604	0	1912	999	0	0	0	1136	0	685	7228
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1892	604	0	1912	999	0	0	0	1136	0	685	7228
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1166	365	0	2850	275	1381	0	1216	0	0	0	7253
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1166	365	0	2850	275	1381	0	1216	0	0	0	7253
#22 Jamboree Rd/Michelson Dr													
Base	165	1123	142	698	2235	1102	155	134	49	169	299	325	6596
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	165	1123	142	698	2235	1102	155	134	49	169	299	325	6596
#23 Jamboree Rd/Dupont Dr													
Base	125	1376	3	36	1975	322	47	6	26	21	40	118	4095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	1376	3	36	1975	322	47	6	26	21	40	118	4095
#24 Jamboree Rd/Campus Dr													
Base	150	1255	62	326	1890	228	105	134	22	274	409	216	5071
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	1255	62	326	1890	228	105	134	22	274	409	216	5071
#25 Jamboree Rd/Birch St													
Base	137	1103	3	5	1442	453	135	2	28	2	0	3	3313
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	137	1103	3	5	1442	453	135	2	28	2	0	3	3313
#26 Jamboree Rd/Fairchild Rd													
Base	4	1246	61	325	1207	8	2	0	1	9	1	427	3291
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1246	61	325	1207	8	2	0	1	9	1	427	3291
#27 Jamboree Rd/Bristol St N													
Base	510	717	554	0	629	227	0	0	0	0	0	0	2637
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	510	717	554	0	629	227	0	0	0	0	0	0	2637

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Uptown Newport
Existing Conditions
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#28 Jamboree Rd./Bristol St													
Base	0	1122	26	0	651	0	656	255	998	0	0	0	3708
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1122	26	0	651	0	656	255	998	0	0	0	3708
#29 Jamboree Rd/Bayview Wy													
Baae	13	1446	33	85	1543	26	123	0	42	20	0	39	3370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	1446	33	85	1543	26	123	0	42	20	0	39	3370
#30 Jamboree Rd/University Dr													
Base	90	1217	181	63	1192	256	413	105	35	284	134	167	4137
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	1217	181	63	1192	256	413	105	35	284	134	167	4137
#31 Carlson Ave/Michelson Dr													
Base	148	74	99	30	19	190	616	496	56	94	608	125	2555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	148	74	99	30	19	190	616	496	56	94	608	125	2555
#32 Carleon Ave/Campus Dr													
Base	0	0	0	112	0	156	47	429	0	0	635	48	1427
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	112	0	156	47	429	0	0	635	48	1427
#33 Harvard Ave/Michelson Dr													
Base	79	257	15	113	607	425	58	131	37	114	823	133	2792
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	79	257	15	113	607	425	58	131	37	114	823	133	2792
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	957	157	3517
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	401	1488	0	0	235	143	0	0	0	136	957	157	3517
#35 Birch St/Bristol St N													
Base	93	858	0	0	132	102	0	0	0	392	1071	222	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	93	858	0	0	132	102	0	0	0	392	1071	222	2870
#36 Campus Dr/Bristol St													
Base	0	854	174	99	274	0	1065	1468	420	0	0	0	4354
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	854	174	99	274	0	1065	1468	420	0	0	0	4354

Uptown Newport
Existing Conditions
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#37 Birch St/Bristol St S													
Base	0	269	253	178	345	0	673	967	144	0	0	0	2829
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	269	253	178	345	0	673	967	144	0	0	0	2829
#38 Bayview Pl/Bristol St													
Base	0	0	81	0	0	0	0	2406	266	0	0	0	2753
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	81	0	0	0	0	2406	266	0	0	0	2753
#39 Irvine Avenue / Mesa Drive													
Base	63	912	306	8	449	31	86	143	94	166	34	7	2299
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	912	306	8	449	31	86	143	94	166	34	7	2299
#40 University Dr/Campus Dr													
Base	53	610	265	77	1542	307	35	301	193	136	326	18	3863
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	610	265	77	1542	307	35	301	193	136	326	18	3863
#41 Mesa Rd/Univereity Dr													
Base	13	0	29	0	0	0	0	893	107	116	1762	0	2920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	0	29	0	0	0	0	893	107	116	1762	0	2920
#42 California Ave/University Dr													
Base	30	0	64	0	0	0	0	928	313	805	970	0	3110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	0	64	0	0	0	0	928	313	805	970	0	3110
#43 Birch Dwy													
Base	1	0	14	0	0	0	0	80	21	46	333	0	495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	14	0	0	0	0	80	21	46	333	0	495
#238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]													
Base	23	1637	0	0	1534	20	3	0	6	0	0	0	3223
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	1637	0	0	1534	20	3	0	6	0	0	0	3223

Uptown Newport
Existing Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Main St	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 4 MacArthur Blvd/Michelson Dr	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 5 MacArthur Blvd/Campus Dr	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 8 MacArthur Blvd/Jamboree Rd	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 9 MacArthur Blvd/Fairchild Rd	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 11 MacArthur Blvd SB/University D	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000 V/C
# 12 Von Karman Ave/Main St	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
# 13 Von Karman Ave/Michelson Dr	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 14 Von Karman Ave/Dupont Dr	A	xxxxx	0.335	A	xxxxx	0.335	+ 0.000 V/C
# 15 Von Karman Ave/Campus Dr	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.289	A	xxxxx	0.289	+ 0.000 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000 V/C
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.1	0.045	+ 0.000 D/V
# 19 Jamboree Rd/Main St	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
# 20 Jamboree Rd/I-405 NB Ramps	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 21 Jamboree Rd/I-405 SB Ramps	D	xxxxx	0.875	D	xxxxx	0.875	+ 0.000 V/C
# 22 Jamboree Rd/Michelson Dr	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 23 Jamboree Rd/Dupont Dr	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Uptown Newport
Existing Conditions
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Jamboree Rd/Campus Dr	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 25 Jamboree Rd/Birch St	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
# 26 Jamboree Rd/Fairchild Rd	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.293	A	xxxxx	0.293	+ 0.000 V/C
# 28 Jamboree Rd./Bristol St	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 29 Jamboree Rd/Bayview Wy	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000 V/C
# 30 Jamboree Rd/University Dr	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C
# 31 Carlson Ave/Michelson Dr	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 37 Birch St/Bristol St S	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
# 38 Bayview Pl/Bristol St	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000 V/C
# 40 University Dr/Campus Dr	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 41 Mesa Rd/University Dr	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 42 California Ave/University Dr	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 43 Birch Dwy	A	8.8	0.031	A	8.8	0.031	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	E	39.5	0.071	E	39.5	0.071	+ 0.000 D/V

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 16 Mar 2011 << Existing AM Peak Hour												
Base Vol:	613	741	1274	275	481	74	28	665	367	196	461	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	741	1274	275	481	74	28	665	367	196	461	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	741	1274	275	481	74	28	665	367	196	461	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	613	741	0	275	481	74	28	665	367	196	461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	741	0	275	481	74	28	665	367	196	461	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	613	741	0	275	481	74	28	665	367	196	461	0
OvlAdjVol:									60			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.00	0.08	0.07	0.04	0.02	0.13	0.22	0.06	0.09	0.00
OvlAdjV/S:									0.04			
Crit Moves:	****				****			****		****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	0	1517	273	244	749	0	0	0	0	899	0	783
Growth Adj:	1.00	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	1517	273	244	749	0	0	0	0	899	0	783
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1517	273	244	749	0	0	0	0	899	0	783
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1517	273	244	749	0	0	0	0	899	0	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1517	273	244	749	0	0	0	0	899	0	783
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1517	273	244	749	0	0	0	0	899	0	783
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.08	0.07	0.11	0.00	0.00	0.00	0.00	0.26	0.00	0.46
Crit Moves:		****		****								****

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 4	0 1	0	0 0	0 0	2	0 1	0 1
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	0	912	374	216	1024	416	0	0	0	1007	236	793
Growth Adj:	1.00	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	912	374	216	1024	416	0	0	0	1007	236	793
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	912	374	216	1024	416	0	0	0	1007	236	793
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	912	374	216	1024	416	0	0	0	1007	236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	912	374	216	1024	416	0	0	0	1007	236	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	912	374	216	1024	416	0	0	0	1007	236	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.22	0.06	0.15	0.24	0.00	0.00	0.00	0.30	0.14	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****					****				****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	MacArthur Boulevard						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 3	1 0	2	0 1	0 1	2	0 1	0 1
Volume Module: >> Count Date: 5 May 2011 << Existing AM Peak Hour												
Base Vol:	203	912	211	1110	1147	5	413	67	91	73	85	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	912	211	1110	1147	5	413	67	91	73	85	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	912	211	1110	1147	5	413	67	91	73	85	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	203	912	211	1110	1147	5	413	67	91	73	85	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	912	211	1110	1147	5	413	67	91	73	85	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	203	912	211	1110	1147	5	413	67	91	73	85	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6770	30	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.12	0.33	0.17	0.17	0.12	0.04	0.05	0.02	0.05	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module: >> Count Date: 4 May 2011 << Existing AM Peak Hour												
Base Vol:	40	849	71	258	719	278	369	639	71	48	200	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	849	71	258	719	278	369	639	71	48	200	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	849	71	258	719	278	369	639	71	48	200	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	849	71	258	719	278	369	639	71	48	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	849	71	258	719	278	369	639	71	48	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	849	71	258	719	278	369	639	71	48	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.70	0.30	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	4590	510	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.04	0.15	0.11	0.16	0.11	0.14	0.14	0.01	0.04	0.00
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module: >> Count Date: 28 Apr 2011 << Existing AM Peak Hour												
Base Vol:	33	687	86	90	606	201	113	256	57	26	137	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:	33	687	86	90	606	201	113	256	57	26	137	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	687	86	90	606	201	113	256	57	26	137	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	33	687	86	90	606	201	113	256	57	26	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	687	86	90	606	201	113	256	57	26	137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	687	86	90	606	201	113	256	57	26	137	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4806	1594	1600	2555	645	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.05	0.06	0.13	0.13	0.07	0.10	0.09	0.02	0.04	0.00
Crit Moves:		****		****				****			****	

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	98	726	674	40	275	153	25	88	21	83	120	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:	98	726	674	40	275	153	25	88	21	83	120	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	726	674	40	275	153	25	88	21	83	120	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:	98	726	674	40	275	153	25	88	0	83	120	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	726	674	40	275	153	25	88	0	83	120	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
FinalVolume:	98	726	674	40	275	153	25	88	0	83	120	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.42	0.03	0.06	0.10	0.02	0.03	0.00	0.03	0.08	0.01
Crit Moves:			****	****			****				****	

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			Sonth 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	153	1284	465	72	318	128	374	931	161	344	644	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1284	465	72	318	128	374	931	161	344	644	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1284	465	72	318	128	374	931	161	344	644	180
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	1284	465	72	318	0	374	931	161	344	644	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1284	465	72	318	0	374	931	161	344	644	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	1284	465	72	318	0	374	931	161	344	644	180
OvlAdjVol:			293									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.29	0.02	0.07	0.00	0.12	0.19	0.10	0.11	0.13	0.11
OvlAdjV/S:			0.18									
Crit Moves:		****			****				****		****	

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	MacArthur Boulevard						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.00	1.00	1	0 3.00	0 0.00	0	0 0.00	0 0.00	1	0 0.00	1.00
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour												
Base Vol:	0	2036	553	232	525	0	0	0	0	33	0	21
Growth Adj:	1.00	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	2036	553	232	525	0	0	0	0	33	0	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2036	553	232	525	0	0	0	0	33	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2036	553	232	525	0	0	0	0	33	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2036	553	232	525	0	0	0	0	33	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2036	553	232	525	0	0	0	0	33	0	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	2.36	0.64	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4011	1089	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.14	0.10	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:		****		****						****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #10 MacArthur Blvd NB/Univeristy Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0.00	0.01	0	0 0.00	0 0.00	0	0 3.00	0.01	2	0 2.00	0 0.00
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour												
Base Vol:	48	0	159	0	0	0	0	1102	117	271	690	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:	48	0	159	0	0	0	0	1102	117	271	690	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:	48	0	159	0	0	0	0	1102	117	271	690	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:	48	0	159	0	0	0	0	1102	117	271	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	159	0	0	0	0	1102	117	271	690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	159	0	0	0	0	1102	117	271	690	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.09	0.00	0.00	0.00	0.00	0.22	0.07	0.08	0.20	0.00
Crit Moves:			****					****		****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	MacArthur Boulevard									University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	1	0	
	2	0	3	0	0										
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour															
Base Vol:	0	0	42	0	0	0	0	1172	50	305	441	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	42	0	0	0	0	1172	50	305	441	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	42	0	0	0	0	1172	50	305	441	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	42	0	0	0	0	1172	50	305	441	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	42	0	0	0	0	1172	50	305	441	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	42	0	0	0	0	1172	50	305	441	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	2.00	3.00	0.00			
Final Sat.:	1600	0	1600	0	0	0	0	4604	196	3200	4800	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.25	0.25	0.10	0.09	0.00			
Crit Moves:			****					****		****					

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Von Karman Avenue									Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Inclnde			Include			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	3	0	1
	2	0	2	1	0										
Volume Module: >> Count Date: 17 Mar 2011 << Existing AM Peak Hour															
Base Vol:	83	246	82	97	1164	275	123	585	247	298	864	65			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	83	246	82	97	1164	275	123	585	247	298	864	65			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	83	246	82	97	1164	275	123	585	247	298	864	65			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	83	246	82	97	1164	275	123	585	0	298	864	65			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	83	246	82	97	1164	275	123	585	0	298	864	65			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	83	246	82	97	1164	275	123	585	0	298	864	65			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.79	0.21			
Final Sat.:	3400	3400	1700	1700	3400	1700	3400	5100	1700	3400	4743	357			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.07	0.05	0.06	0.34	0.16	0.04	0.11	0.00	0.09	0.18	0.18			
Crit Moves:	****				****		****				****				

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module: >> Count Date: 4 May 2011 << Existing AM Peak Hour												
Base Vol:	43	608	74	109	614	126	101	154	38	151	320	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	608	74	109	614	126	101	154	38	151	320	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	608	74	109	614	126	101	154	38	151	320	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	43	608	74	109	614	126	101	154	38	151	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	608	74	109	614	126	101	154	38	151	320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	43	608	74	109	614	126	101	154	38	151	320	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2821	579	1700	2727	673	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.04	0.06	0.22	0.22	0.06	0.06	0.06	0.09	0.09	0.00
Crit Moves:	****				****			****			****	

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Von Karman Avenue						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	35	744	18	33	556	20	11	41	40	34	46	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	744	18	33	556	20	11	41	40	34	46	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	744	18	33	556	20	11	41	40	34	46	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	744	18	33	556	20	11	41	40	34	46	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	744	18	33	556	20	11	41	40	34	46	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	744	18	33	556	20	11	41	40	34	46	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.01	0.99	1.00	1.00	1.00
Final Sat.:	1700	3320	80	1700	3400	1700	1700	1721	1679	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.02	0.16	0.01	0.01	0.02	0.02	0.02	0.03	0.04
Crit Moves:		****		****			****					****

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Von Karman Avenue									Campus Drive								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ignore					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour																				
Base Vol:	20	563	43			32	365	66			237	308	60			71	258	74		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	20	563	43			32	365	66			237	308	60			71	258	74		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	20	563	43			32	365	66			237	308	60			71	258	74		
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	563	0			32	365	66			237	308	60			71	258	74		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	20	563	0			32	365	66			237	308	60			71	258	74		
PCE Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	20	563	0			32	365	66			237	308	60			71	258	74		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Lanes:	1.00	2.00	1.00			1.00	1.69	0.31			1.00	2.00	1.00			1.00	1.55	0.45		
Final Sat.:	1700	3400	1700			1700	2879	521			1700	3400	1700			1700	2642	758		
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.17	0.00			0.02	0.13	0.13			0.14	0.09	0.04			0.04	0.10	0.10		
Crit Moves:		****					****					****						****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #16 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Von Karman Avenue									Birch Street								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour																				
Base Vol:	19	491	41			47	305	120			95	179	28			39	151	19		
Growth Adj:	1.00	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	491	41			47	305	120			95	179	28			39	151	19		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	19	491	41			47	305	120			95	179	28			39	151	19		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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	491	41			47	305	120			95	179	28			39	151	19		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	19	491	41			47	305	120			95	179	28			39	151	19		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	19	491	41			47	305	120			95	179	28			39	151	19		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	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.:	1600	3200	1600			1600	3200	1600			1600	3200	1600			1600	3200	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.15	0.03			0.03	0.10	0.08			0.06	0.06	0.02			0.02	0.05	0.01		
Crit Moves:		****					****					****						****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #17 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.265
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour												
Base Vol:	5	14	21	6	18	24	26	247	34	65	474	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	14	21	6	18	24	26	247	34	65	474	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initisl Fut:	5	14	21	6	18	24	26	247	34	65	474	111
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:	5	14	21	6	18	24	26	247	0	65	474	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	14	21	6	18	24	26	247	0	65	474	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	5	14	21	6	18	24	26	247	0	65	474	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.43	0.57	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1700	1700	1700	1700	729	971	1700	3400	1700	1700	2755	645
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.02	0.02	0.02	0.07	0.00	0.04	0.17	0.17
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignslized Method (Future Volume Alternative)

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh):	2.4	Worst Case Level Of Service:	B[12.1]

Street Name:	Teller Avenue						Birch Street					
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 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module: >> Count Date: 4 Mar 2010 <<												
Base Vol:	2	1	5	21	9	18	29	101	16	45	249	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:	2	1	5	21	9	18	29	101	16	45	249	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	5	21	9	18	29	101	16	45	249	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:	2	1	5	21	9	18	29	101	16	45	249	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	5	21	9	18	29	101	16	45	249	26
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	386	532	59	461	527	138	275	xxxx	xxxxx	117	xxxx	xxxxx
Potent Cap.:	552	456	1002	488	459	892	1300	xxxx	xxxxx	1484	xxxx	xxxxx
Move Cap.:	511	432	1002	465	435	892	1300	xxxx	xxxxx	1484	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.02	0.02	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	713	xxxxx	456	xxxx	660	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	13.5	xxxx	10.7	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	B	*	*	*	A	*	*
ApproachDel:		10.1			12.1			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 1	2	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 16 Mar 2011 << Existing AM Peak Hour												
Base Vol:	392	1359	357	332	2238	338	178	331	255	474	421	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:	392	1359	357	332	2238	338	178	331	255	474	421	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1359	357	332	2238	338	178	331	255	474	421	133
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	392	1359	0	332	2238	338	178	331	0	474	421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1359	0	332	2238	338	178	331	0	474	421	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	392	1359	0	332	2238	338	178	331	0	474	421	0
OvlAdjVol:						249						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.00	0.10	0.33	0.20	0.05	0.06	0.00	0.14	0.08	0.00
OvlAdjV/S:						0.15						
Crit Moves:	****				****			****			****	

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module: >> Count Date: 15 Mar 2011 << Existing AM Peak Hour												
Base Vol:	0	1892	604	0	1912	999	0	0	0	1136	0	685
Growth Adj:	1.00	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	1892	604	0	1912	999	0	0	0	1136	0	685
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1892	604	0	1912	999	0	0	0	1136	0	685
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1892	0	0	1912	0	0	0	0	1136	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1892	0	0	1912	0	0	0	0	1136	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1892	0	0	1912	0	0	0	0	1136	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Crit Moves:		****		****						****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			Weat Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	4	0	1	2	0	0	0	2	0	0	0	0	0
Volume Module: >> Count Date: 15 Mar 2011 << Existing AM Peak Hour												
Base Vol:	0	1166	365	0	2850	275	1381	0	1216	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	1166	365	0	2850	275	1381	0	1216	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1166	365	0	2850	275	1381	0	1216	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1166	0	0	2850	0	1381	0	1216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1166	0	0	2850	0	1381	0	1216	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1166	0	0	2850	0	1381	0	1216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.42	0.00	0.41	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	4	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module: >> Count Date: 4 May 2011 << Existing AM Peak Hour												
Base Vol:	165	1123	142	698	2235	1102	155	134	49	169	299	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1123	142	698	2235	1102	155	134	49	169	299	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1123	142	698	2235	1102	155	134	49	169	299	325
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	165	1123	142	698	2235	0	155	134	49	169	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1123	142	698	2235	0	155	134	49	169	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	165	1123	142	698	2235	0	155	134	49	169	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.46	0.54	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	2490	910	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.08	0.21	0.33	0.00	0.05	0.05	0.05	0.05	0.09	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Jamboree Road									Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	4	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour															
Base Vol:	125	1376	3	36	1975	322	47	6	26	21	40	118			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	125	1376	3	36	1975	322	47	6	26	21	40	118			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	125	1376	3	36	1975	322	47	6	26	21	40	118			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	1376	3	36	1975	322	47	6	26	21	40	118			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	125	1376	3	36	1975	322	47	6	26	21	40	118			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	125	1376	3	36	1975	322	47	6	26	21	40	118			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1700	6800	1700	1700	5100	1700	1700	1700	1700	1700	1700	1700			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.20	0.00	0.02	0.39	0.19	0.03	0.00	0.02	0.01	0.02	0.07			
Crit Moves:	****				****		****					****			

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Jamboree Road									Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module: >> Count Date: 4 May 2011 << Existing AM Peak Hour															
Base Vol:	150	1255	62	326	1890	228	105	134	22	274	409	216			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	150	1255	62	326	1890	228	105	134	22	274	409	216			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	150	1255	62	326	1890	228	105	134	22	274	409	216			
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:	150	1255	62	326	1890	228	105	134	0	274	409	216			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	150	1255	62	326	1890	228	105	134	0	274	409	216			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	150	1255	62	326	1890	228	105	134	0	274	409	216			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	2.00	3.81	0.19	2.00	2.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00			
Final Sat.:	3400	6480	320	3400	4551	549	3400	3400	1700	3400	3400	1700			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.19	0.19	0.10	0.42	0.42	0.03	0.04	0.00	0.08	0.12	0.13			
Crit Moves:	****				****		****					****			

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	1	0	0
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	137	1103	3	5	1442	453	135	2	28	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1103	3	5	1442	453	135	2	28	2	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1103	3	5	1442	453	135	2	28	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	137	1103	3	5	1442	0	135	2	0	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1103	3	5	1442	0	135	2	0	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	137	1103	3	5	1442	0	135	2	0	2	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.97	0.03	1.00	0.40	0.00	0.60
Final Sat.:	1700	5086	14	1700	5100	1700	3350	50	1700	680	0	1020
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.00	0.28	0.00	0.04	0.04	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	0	4	0	1	1	0	0	1	0	1	0	1
Volume Module: >> Count Date: 22 Mar 2011 <<												
Base Vol:	4	1246	61	325	1207	8	2	0	1	9	1	427
Growth Adj:	1.00	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	1246	61	325	1207	8	2	0	1	9	1	427
Added Vol:	0	0	0	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	1246	61	325	1207	8	2	0	1	9	1	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1246	61	325	1207	8	2	0	1	9	1	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1246	61	325	1207	8	2	0	1	9	1	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1246	61	325	1207	8	2	0	1	9	1	427
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.86	0.14	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4862	238	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.10	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.25
Crit Moves:		****		****			****					****

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1	0	0 0	0	0	0 0	0
Volume Module: >> Count Date: 19 May 2011 << Existing AM Peak Hour												
Base Vol:	510	717	554	0	629	227	0	0	0	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:	510	717	554	0	629	227	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	717	554	0	629	227	0	0	0	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:	510	717	554	0	629	227	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	717	554	0	629	227	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	717	554	0	629	227	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.69	1.31	0.00	2.94	1.06	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2708	2092	0	4703	1697	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.26	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module: >> Count Date: 19 May 2011 << Existing AM Peak Hour												
Base Vol:	0	1122	26	0	651	0	656	255	998	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	1122	26	0	651	0	656	255	998	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1122	26	0	651	0	656	255	998	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1122	26	0	651	0	656	255	998	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1122	26	0	651	0	656	255	998	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.89	0.11	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7819	181	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.14	0.00	0.21	0.16	0.31	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Jamboree Road									Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1			
Volume Module:	>> Count Date: 12 May 2011 << Existing AM Peak Hour														
Base Vol:	13	1446	33	85	1543	26	123	0	42	20	0	39			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	13	1446	33	85	1543	26	123	0	42	20	0	39			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	13	1446	33	85	1543	26	123	0	42	20	0	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:	13	1446	33	85	1543	26	123	0	42	20	0	39			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	13	1446	33	85	1543	26	123	0	42	20	0	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			
FinalVolume:	13	1446	33	85	1543	26	123	0	42	20	0	39			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	3.91	0.09	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1600	6257	143	1600	6400	1600	3200	1600	1600	1600	1600	1600			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.23	0.23	0.05	0.24	0.02	0.04	0.00	0.03	0.01	0.00	0.02			
Crit Moves:		****			****			****				****			

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #30 Jamboree Rd/University Dr

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

Street Name:	Jamboree Road									University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1			
Volume Module:	>> Count Date: 11 May 2011 << Existing AM Peak Hour														
Base Vol:	90	1217	181	63	1192	256	413	105	35	284	134	167			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	90	1217	181	63	1192	256	413	105	35	284	134	167			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	90	1217	181	63	1192	256	413	105	35	284	134	167			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	90	1217	181	63	1192	256	413	105	35	284	134	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	90	1217	181	63	1192	256	413	105	35	284	134	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	90	1217	181	63	1192	256	413	105	35	284	134	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00			
Final Sat.:	1600	4800	1600	3200	4800	1600	2551	649	1600	3200	1600	1600			
Capacity Analysis Module:															
Vol/Sat:	0.06	0.25	0.11	0.02	0.25	0.16	0.16	0.16	0.02	0.09	0.08	0.00			
Crit Moves:	****				****		****			****					

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Carlson Avenne						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phaae			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 1	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour												
Base Vol:	148	74	99	30	19	190	616	496	56	94	608	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	74	99	30	19	190	616	496	56	94	608	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	74	99	30	19	190	616	496	56	94	608	125
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	148	74	99	30	19	0	616	496	56	94	608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	74	99	30	19	0	616	496	56	94	608	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	148	74	99	30	19	0	616	496	56	94	608	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	3400	1700	1700	3400	3400	1700	1700	3400	1700
Capacity Analysis Modnle:												
Vol/Sat:	0.04	0.02	0.06	0.01	0.01	0.00	0.18	0.15	0.03	0.06	0.18	0.00
Crit Moves:			****		****		****				****	

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Carlson Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour												
Base Vol:	0	0	0	112	0	156	47	429	0	0	635	48
Growth Adj:	1.00	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	112	0	156	47	429	0	0	635	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	112	0	156	47	429	0	0	635	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	112	0	156	47	429	0	0	635	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	156	47	429	0	0	635	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	156	47	429	0	0	635	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.86	0.14
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	3161	239
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.03	0.25	0.00	0.00	0.20	0.20
Crit Moves:						****		****		****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Harvard Avenue									Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0 1	1	0	1	0 2	0 1		2	0 2	0 1		1	0 1	1 0
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour															
Base Vol:	79	257	15	113	607	425	58	131	37	114	823	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:	79	257	15	113	607	425	58	131	37	114	823	133			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	79	257	15	113	607	425	58	131	37	114	823	133			
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:	79	257	15	113	607	425	58	131	0	114	823	133			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	79	257	15	113	607	425	58	131	0	114	823	133			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	79	257	15	113	607	425	58	131	0	114	823	133			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.72	0.28			
Final Sat.:	1700	3213	188	1700	3400	1700	3400	3400	1700	1700	2927	473			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.08	0.08	0.07	0.18	0.25	0.02	0.04	0.00	0.07	0.28	0.28			
Crit Moves:	****					****	****				****				

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Campus Drive									Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0 3	0	0	0	4 0 2	0	0	0	0	0	0	1	0 3	1 0
Volume Module: >> Count Date: 18 May 2011 << Existing AM Peak Hour															
Base Vol:	401	1488	0	0	235	143	0	0	0	136	957	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:	401	1488	0	0	235	143	0	0	0	136	957	157			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	401	1488	0	0	235	143	0	0	0	136	957	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:	401	1488	0	0	235	143	0	0	0	136	957	157			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	401	1488	0	0	235	143	0	0	0	136	957	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			
FinalVolume:	401	1488	0	0	235	143	0	0	0	136	957	157			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.44	0.56			
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5498	902			
Capacity Analysis Module:															
Vol/Sat:	0.13	0.31	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.09	0.17	0.17			
Crit Moves:		****		****							****				

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #35 Birch St/Bristol St N

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

Street Name:	Birch Street									Bristol Street North								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module: >> Count Date: 17 May 2011 << Existing AM Peak Hour																				
Base Vol:	93	858	0			0	132	102			0	0	0			392	1071	222		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	93	858	0			0	132	102			0	0	0			392	1071	222		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	93	858	0			0	132	102			0	0	0			392	1071	222		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	93	858	0			0	132	102			0	0	0			392	1071	222		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	93	858	0			0	132	102			0	0	0			392	1071	222		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	93	858	0			0	132	102			0	0	0			392	1071	222		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	2.00	2.00	0.00			0.00	2.00	2.00			0.00	0.00	0.00			1.07	3.41	0.52		
Final Sat.:	3200	3200	0			0	3200	3200			0	0	0			1715	5461	824		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.27	0.00			0.00	0.04	0.03			0.00	0.00	0.00			0.23	0.20	0.27		
Crit Moves:		****					****											****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #36 Campus Dr/Bristol St

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

Street Name:	Campus Drive									Bristol Street								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0
Volume Module: >> Count Date: 18 May 2011 << Existing AM Peak Hour																				
Base Vol:	0	854	174			99	274	0			1065	1468	420			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	854	174			99	274	0			1065	1468	420			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	854	174			99	274	0			1065	1468	420			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	854	174			99	274	0			1065	1468	420			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	854	174			99	274	0			1065	1468	420			0	0	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0	854	174			99	274	0			1065	1468	420			0	0	0		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	4.15	0.85			1.00	3.00	0.00			1.68	2.32	2.00			0.00	0.00	0.00		
Final Sat.:	0	6646	1354			1600	4800	0			2691	3709	3200			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.13	0.13			0.06	0.06	0.00			0.40	0.40	0.13			0.00	0.00	0.00		
Crit Moves:		****				****					****									

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #37 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 1	2	0 2	0 0	1 1	2	1 0	0 0	0	0 0
Volume Module: >> Count Date: 17 May 2011 << Existing AM Peak Hour												
Base Vol:	0	269	253	178	345	0	673	967	144	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	269	253	178	345	0	673	967	144	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	269	253	178	345	0	673	967	144	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	269	253	178	345	0	673	967	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	269	253	178	345	0	673	967	144	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	269	253	178	345	0	673	967	144	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.06	1.94	2.00	2.00	0.00	1.64	2.97	0.39	0.00	0.00	0.00
Final Sat.:	0	3298	3102	3200	3200	0	2626	4752	622	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.06	0.11	0.00	0.26	0.20	0.23	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 2	0	0 0	0 0	0	4	0 1	0	0	0 0
Volume Module: >> Count Date: 12 May 2011 << Existing AM Peak Hour												
Base Vol:	0	0	81	0	0	0	0	2406	266	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	0	81	0	0	0	0	2406	266	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	81	0	0	0	0	2406	266	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	81	0	0	0	0	2406	266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	81	0	0	0	0	2406	266	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	81	0	0	0	0	2406	266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.17	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3	0 1	1 0	3	0 1	1 0	1	1 0	2 0	0	1 0
Volume Module: >> Count Date: 20 Apr 2011 << Existing AM Peak Hour												
Base Vol:	63	912	306	8	449	31	86	143	94	166	34	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	912	306	8	449	31	86	143	94	166	34	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	912	306	8	449	31	86	143	94	166	34	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	912	306	8	449	31	86	143	94	166	34	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	912	306	8	449	31	86	143	94	166	34	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	912	306	8	449	31	86	143	94	166	34	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.21	0.79	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1931	1269	3200	1327	273
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.01	0.09	0.02	0.05	0.07	0.07	0.05	0.03	0.03
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour												
Base Vol:	53	610	265	77	1542	307	35	301	193	136	326	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	610	265	77	1542	307	35	301	193	136	326	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	610	265	77	1542	307	35	301	193	136	326	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	610	265	77	1542	307	35	301	193	136	326	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	610	265	77	1542	307	35	301	193	136	326	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	610	265	77	1542	307	35	301	193	136	326	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	3733	1622	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.04	0.43	0.17	0.02	0.08	0.11	0.08	0.09	0.01
Crit Moves:	****			****					****	****		

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Mesa Road									University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	0	1	
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour															
Base Vol:	13	0	29	0	0	0	0	893	107	116	1762	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:	13	0	29	0	0	0	0	893	107	116	1762	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:	13	0	29	0	0	0	0	893	107	116	1762	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:	13	0	29	0	0	0	0	893	107	116	1762	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	13	0	29	0	0	0	0	893	107	116	1762	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	13	0	29	0	0	0	0	893	107	116	1762	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00			
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.26	0.06	0.07	0.52	0.00			
Crit Moves:			****				****				****				

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #42 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	California Avenue									University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	0	0	0	0	2	0	1	
Volume Module: >> Count Date: 7 Dec 2011 << Existing AM Peak Hour															
Base Vol:	30	0	64	0	0	0	0	928	313	805	970	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:	30	0	64	0	0	0	0	928	313	805	970	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:	30	0	64	0	0	0	0	928	313	805	970	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:	30	0	64	0	0	0	0	928	313	805	970	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	30	0	64	0	0	0	0	928	313	805	970	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	30	0	64	0	0	0	0	928	313	805	970	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00			
Final Sat.:	1700	0	3400	0	0	0	0	3400	1700	3400	3400	0			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.18	0.24	0.29	0.00			
Crit Moves:			****					****		****					

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[8.8]

Street Name:	Driveway						Birch St					
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: >> Count Date: 22 Mar 2012 << Existing AM Peak Hour												
Base Vol:	1	0	14	0	0	0	0	80	21	46	333	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:	1	0	14	0	0	0	0	80	21	46	333	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:	1	0	14	0	0	0	0	80	21	46	333	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:	1	0	14	0	0	0	0	80	21	46	333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	14	0	0	0	0	80	21	46	333	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	349	516	51	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	101	xxxx	xxxxx
Potent Cap.:	627	466	1013	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx
Move Cap.:	613	452	1013	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	971	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

Uptown Newport
Existing Conditions
AM Peak Hour

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

Intersection #238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[39.5]

Street Name:	Jamboree Rd						Conexant driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	3	0 0	0 0	4	0 1	1 0	0	0 1	0 0	0	0 0
Volume Module: >> Count Date: 22 Mar 2011 << Existing AM Peak Hour												
Base Vol:	23	1637	0	0	1534	20	3	0	6	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:	23	1637	0	0	1534	20	3	0	6	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1637	0	0	1534	20	3	0	6	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:	23	1637	0	0	1534	20	3	0	6	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	1637	0	0	1534	20	3	0	6	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	2126	xxxx	384	xxxx	xxxx	xxxxx
Potent Cap.:	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	44	xxxx	620	xxxx	xxxx	xxxxx
Move Cap.:	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	xxxx	620	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	96.9	xxxx	10.9	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			39.5			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

Uptown Newport
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	Existing PM ICU
Command:	Existing PM ICU
Volume:	Existing PM
Geometry:	Existing ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Existing Conditions
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	528	814	421	258	671	40	45	804	554	606	738	380	5859
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	528	814	421	258	671	40	45	804	554	606	738	380	5859
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	1254	946	593	1274	0	0	0	0	659	0	375	5101
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1254	946	593	1274	0	0	0	0	659	0	375	5101
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1583	660	592	984	340	0	0	0	639	175	613	5586
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1583	660	592	984	340	0	0	0	639	175	613	5586
#4 MacArthur Blvd/Michelson Dr													
Base	189	1301	102	662	958	10	518	132	117	473	118	479	5059
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	1301	102	662	958	10	518	132	117	473	118	479	5059
#5 MacArthur Blvd/Campus Dr													
Base	75	962	26	92	931	470	293	286	72	63	741	123	4134
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	962	26	92	931	470	293	286	72	63	741	123	4134
#6 MacArthur Blvd/Birch St													
Base	112	673	25	43	854	172	274	197	58	99	391	129	3027
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	673	25	43	854	172	274	197	58	99	391	129	3027
#7 MacArthur Blvd/Von Karman Ave													
Base	37	548	126	27	793	72	111	173	152	617	88	63	2807
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	548	126	27	793	72	111	173	152	617	88	63	2807
#8 MacArthur Blvd/Jamboree Rd													
Base	246	426	367	154	983	300	194	967	25	606	925	156	5349
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	246	426	367	154	983	300	194	967	25	606	925	156	5349
#9 MacArthur Blvd/Fairchild Rd													
Base	0	837	85	26	2076	0	0	0	0	449	0	187	3660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	837	85	26	2076	0	0	0	0	449	0	187	3660

Uptown Newport
Existing Conditions
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 MacArthur Blvd NB/Univeristy Dr													
Base	28	0	218	0	0	0	0	803	77	702	698	0	2526
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	0	218	0	0	0	0	803	77	702	698	0	2526
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	100	0	0	0	0	773	36	298	430	0	1645
#12 Von Karman Ave/Main St													
Base	315	1064	322	101	336	106	353	1274	195	103	739	117	5025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	315	1064	322	101	336	106	353	1274	195	103	739	117	5025
#13 Von Karman Ave/Michelson Dr													
Base	39	792	111	206	701	119	205	378	62	88	377	309	3387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	792	111	206	701	119	205	378	62	88	377	309	3387
#14 Von Karman Ave/Dupont Dr													
Base	30	792	48	64	860	28	23	67	103	21	52	74	2162
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	792	48	64	860	28	23	67	103	21	52	74	2162
#15 Von Karman Ave/Campus Dr													
Base	63	455	94	101	647	251	157	429	40	23	433	58	2751
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	455	94	101	647	251	157	429	40	23	433	58	2751
#16 Von Karman Ave/Birch St													
Base	44	428	58	18	602	123	106	189	19	10	217	41	1855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	428	58	18	602	123	106	189	19	10	217	41	1855
#17 Teller Ave/Campus Dr													
Base	34	25	92	104	37	70	17	762	12	26	420	14	1613
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	25	92	104	37	70	17	762	12	26	420	14	1613
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	20	43	32	2	46	43	258	7	4	143	8	622

Uptown Newport
Existing Conditions
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Jamboree Rd/Main St													
Base	276	1946	379	264	1754	134	261	368	663	427	297	227	6996
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	1946	379	264	1754	134	261	368	663	427	297	227	6996
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	2329	965	0	1498	1303	0	0	0	592	0	363	7050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2329	965	0	1498	1303	0	0	0	592	0	363	7050
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	2330	694	0	1512	542	1037	0	524	0	0	0	6639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2330	694	0	1512	542	1037	0	524	0	0	0	6639
#22 Jamboree Rd/Michelson Dr													
Base	71	1585	228	351	1389	276	802	284	64	240	211	678	6179
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	1585	228	351	1389	276	802	284	64	240	211	678	6179
#23 Jamboree Rd/Dupont Dr													
Base	67	2165	30	165	1794	159	250	90	202	13	20	33	4988
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	2165	30	165	1794	159	250	90	202	13	20	33	4988
#24 Jamboree Rd/Campus Dr													
Base	84	1177	152	271	1192	209	243	285	170	183	258	348	4572
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	1177	152	271	1192	209	243	285	170	183	258	348	4572
#25 Jamboree Rd/Birch St													
Base	140	1706	2	1	1247	176	319	0	122	1	0	1	3715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1706	2	1	1247	176	319	0	122	1	0	1	3715
#26 Jamboree Rd/Fairchild Rd													
Base	4	1420	27	284	1678	2	18	3	11	34	0	340	3821
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1420	27	284	1678	2	18	3	11	34	0	340	3821
#27 Jamboree Rd/Bristol St N													
Base	818	941	836	0	819	501	0	0	0	0	0	0	3915
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	818	941	836	0	819	501	0	0	0	0	0	0	3915

Uptown Newport
Existing Conditions
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#28 Jamboree Rd./Bristol St													
Base	0	1816	106	0	896	0	772	502	897	0	0	0	4989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1816	106	0	896	0	772	502	897	0	0	0	4989
#29 Jamboree Rd/Bayview Wy													
Base	48	1652	34	82	1699	58	54	0	27	39	0	86	3779
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	1652	34	82	1699	58	54	0	27	39	0	86	3779
#30 Jamboree Rd/University Dr													
Base	37	1433	240	150	1393	354	216	86	12	252	142	88	4403
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	1433	240	150	1393	354	216	86	12	252	142	88	4403
#31 Carlson Ave/Michelson Dr													
Base	71	49	195	121	103	539	326	959	164	163	451	93	3234
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	49	195	121	103	539	326	959	164	163	451	93	3234
#32 Carlson Ave/Campus Dr													
Base	0	0	0	141	0	93	202	994	0	0	536	97	2063
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	141	0	93	202	994	0	0	536	97	2063
#33 Harvard Ave/Michelson Dr													
Base	60	882	59	254	557	158	454	843	101	72	234	175	3849
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	882	59	254	557	158	454	843	101	72	234	175	3849
#34 Campus Dr/Bristol St N													
Base	478	651	0	0	799	763	0	0	0	235	1956	106	4988
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	478	651	0	0	799	763	0	0	0	235	1956	106	4988
#35 Birch St/Bristol St N													
Base	156	285	0	0	437	653	0	0	0	417	1475	137	3560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	156	285	0	0	437	653	0	0	0	417	1475	137	3560
#36 Campus Dr/Bristol St													
Base	0	660	230	202	837	0	421	900	538	0	0	0	3788
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	660	230	202	837	0	421	900	538	0	0	0	3788

Uptown Newport
Existing Conditions
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#37 Birch St/Bristol St S													
Base	0	230	242	287	567	0	227	996	124	0	0	0	2673
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	230	242	287	567	0	227	996	124	0	0	0	2673
#38 Bayview Pl/Bristol St													
Base	0	0	250	0	0	0	0	2614	101	0	0	0	2965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	250	0	0	0	0	2614	101	0	0	0	2965
#39 Irvine Avenue / Mesa Drive													
Base	46	562	143	6	1159	165	26	53	106	494	170	16	2946
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	562	143	6	1159	165	26	53	106	494	170	16	2946
#40 University Dr/Campus Dr													
Base	98	1386	225	58	870	101	391	647	95	297	434	124	4726
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	1386	225	58	870	101	391	647	95	297	434	124	4726
#41 Mesa Rd/University Dr													
Base	77	0	145	0	0	0	0	1558	49	52	1205	0	3086
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	0	145	0	0	0	0	1558	49	52	1205	0	3086
#42 California Ave/University Dr													
Base	181	0	697	0	0	0	0	912	99	56	1218	0	3163
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	0	697	0	0	0	0	912	99	56	1218	0	3163
#43 Birch Dwy													
Base	58	0	46	0	0	0	0	310	25	19	80	0	538
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	58	0	46	0	0	0	0	310	25	19	80	0	538
#238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]													
Base	42	1730	0	0	1925	12	15	0	46	0	0	0	3770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	1730	0	0	1925	12	15	0	46	0	0	0	3770

Uptown Newport
Existing Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Main St	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 4 MacArthur Blvd/Michelson Dr	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 5 MacArthur Blvd/Campus Dr	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 8 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
# 9 MacArthur Blvd/Fairchild Rd	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 11 MacArthur Blvd SB/University D	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000 V/C
# 12 Von Karman Ave/Main St	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
# 13 Von Karman Ave/Michelson Dr	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 14 Von Karman Ave/Dupont Dr	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000 V/C
# 15 Von Karman Ave/Campus Dr	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
# 18 Teller Ave/Birch St	B	11.5	0.064	B	11.5	0.064	+ 0.000 D/V
# 19 Jamboree Rd/Main St	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 20 Jamboree Rd/I-405 NB Ramps	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 21 Jamboree Rd/I-405 SB Ramps	D	xxxxx	0.812	D	xxxxx	0.812	+ 0.000 V/C
# 22 Jamboree Rd/Michelson Dr	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
# 23 Jamboree Rd/Dupont Dr	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Uptown Newport
Existing Conditions
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Jamboree Rd/Campus Dr	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 25 Jamboree Rd/Birch St	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 26 Jamboree Rd/Fairchild Rd	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
# 28 Jamboree Rd./Bristol St	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
# 29 Jamboree Rd/Bayview Wy	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000 V/C
# 30 Jamboree Rd/University Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 37 Birch St/Bristol St S	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000 V/C
# 38 Bayview Fl/Bristol St	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 40 University Dr/Campus Dr	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 42 California Ave/University Dr	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 43 Birch Dwy	B	11.3	0.101	B	11.3	0.101	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	F	109.9	0.787	F	109.9	0.787	+ 0.000 D/V

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 16 Mar 2011 << Existing PM Peak Hour												
Base Vol:	528	814	421	258	671	40	45	804	554	606	738	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	814	421	258	671	40	45	804	554	606	738	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	814	421	258	671	40	45	804	554	606	738	380
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	528	814	0	258	671	40	45	804	554	606	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	814	0	258	671	40	45	804	554	606	738	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	528	814	0	258	671	40	45	804	554	606	738	0
OvlAdjVol:									290			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.00	0.08	0.10	0.02	0.03	0.16	0.33	0.18	0.14	0.00
OvlAdjV/S:									0.17			
Crit Moves:	****				****				****	****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour												
Base Vol:	0	1254	946	593	1274	0	0	0	0	659	0	375
Growth Adj:	1.00	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	1254	946	593	1274	0	0	0	0	659	0	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1254	946	593	1274	0	0	0	0	659	0	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1254	946	593	1274	0	0	0	0	659	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1254	946	593	1274	0	0	0	0	659	0	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1254	946	593	1274	0	0	0	0	659	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.28	0.17	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.22
Crit Moves:			****	****								****

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	MacArthur Boulevard									I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour															
Base Vol:	0	1583	660	592	984	340	0	0	0	639	175	613
Growth Adj:	1.00	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	1583	660	592	984	340	0	0	0	639	175	613
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1583	660	592	984	340	0	0	0	639	175	613
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1583	660	592	984	340	0	0	0	639	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1583	660	592	984	340	0	0	0	639	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1583	660	592	984	340	0	0	0	639	175	0
OvlAdjVol:			341									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.39	0.17	0.14	0.20	0.00	0.00	0.00	0.19	0.10	0.00
OvlAdjV/S:			0.20									
Crit Moves:		****			****						****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	MacArthur Boulevard									Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module: >> Count Date: 5 May 2011 << Existing PM Peak Hour															
Base Vol:	189	1301	102	662	958	10	518	132	117	473	118	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1301	102	662	958	10	518	132	117	473	118	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	1301	102	662	958	10	518	132	117	473	118	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	189	1301	102	662	958	10	518	132	117	473	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1301	102	662	958	10	518	132	117	473	118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	189	1301	102	662	958	10	518	132	117	473	118	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	3.96	0.04	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6730	70	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.06	0.19	0.14	0.14	0.15	0.08	0.07	0.14	0.07	0.00
Crit Moves:		****			****				****		****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module: >> Count Date: 4 May 2011 << Existing PM Peak Hour												
Base Vol:	75	962	26	92	931	470	293	286	72	63	741	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	962	26	92	931	470	293	286	72	63	741	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	962	26	92	931	470	293	286	72	63	741	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	75	962	26	92	931	470	293	286	72	63	741	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	962	26	92	931	470	293	286	72	63	741	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	75	962	26	92	931	470	293	286	72	63	741	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	4074	1026	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.02	0.05	0.14	0.28	0.09	0.07	0.07	0.02	0.15	0.00
Crit Moves:	****					****	****				****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module: >> Count Date: 28 Apr 2011 << Existing PM Peak Hour												
Base Vol:	112	673	25	43	854	172	274	197	58	99	391	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	673	25	43	854	172	274	197	58	99	391	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	673	25	43	854	172	274	197	58	99	391	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	112	673	25	43	854	172	274	197	58	99	391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	673	25	43	854	172	274	197	58	99	391	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	112	673	25	43	854	172	274	197	58	99	391	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.33	0.67	1.55	1.12	0.33	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5327	1073	2485	1788	527	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.02	0.03	0.16	0.16	0.11	0.11	0.11	0.06	0.12	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	37	548	126	27	793	72	111	173	152	617	88	63
Growth Adj:	1.00	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	548	126	27	793	72	111	173	152	617	88	63
Added Vol:	0	0	0	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	548	126	27	793	72	111	173	152	617	88	63
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:	37	548	126	27	793	72	111	173	0	617	88	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	548	126	27	793	72	111	173	0	617	88	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	37	548	126	27	793	72	111	173	0	617	88	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.08	0.02	0.17	0.05	0.07	0.05	0.00	0.19	0.06	0.04
Crit Moves:	****				****			****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour												
Base Vol:	246	426	367	154	983	300	194	967	25	606	925	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	426	367	154	983	300	194	967	25	606	925	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	426	367	154	983	300	194	967	25	606	925	156
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	426	367	154	983	0	194	967	25	606	925	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	426	367	154	983	0	194	967	25	606	925	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	426	367	154	983	0	194	967	25	606	925	156
OvlAdjVol:			64									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.23	0.05	0.20	0.00	0.06	0.20	0.02	0.19	0.19	0.10
OvlAdjV/S:			0.04									
Crit Moves:	****				****			****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	MacArthur Boulevard									Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0	0 0	1		
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour															
Base Vol:	0	837	85	26	2076	0	0	0	0	449	0	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:	0	837	85	26	2076	0	0	0	0	449	0	187			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	837	85	26	2076	0	0	0	0	449	0	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:	0	837	85	26	2076	0	0	0	0	449	0	187			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	837	85	26	2076	0	0	0	0	449	0	187			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	837	85	26	2076	0	0	0	0	449	0	187			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	0.00	2.72	0.28	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:	0	4630	470	1700	5100	0	0	0	0	1700	0	1700			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.18	0.18	0.02	0.41	0.00	0.00	0.00	0.00	0.26	0.00	0.11			
Crit Moves:	****				****					****					

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #10 MacArthur Blvd NB/Univeristy Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	MacArthur Boulevard									University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	2	0	2 0	0		
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour															
Base Vol:	28	0	218	0	0	0	0	803	77	702	698	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:	28	0	218	0	0	0	0	803	77	702	698	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:	28	0	218	0	0	0	0	803	77	702	698	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:	28	0	218	0	0	0	0	803	77	702	698	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	28	0	218	0	0	0	0	803	77	702	698	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	28	0	218	0	0	0	0	803	77	702	698	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00			
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.00	0.13	0.00	0.00	0.00	0.00	0.16	0.05	0.21	0.21	0.00			
Crit Moves:			****					****		****					

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	MacArthur Boulevard									University Drive								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R		
Control:	Split Phase				Split Phase				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	1 0	2	0	3	0 0		
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour																		
Base Vol:	8	0	100		0	0	0		0	773	36		298	430	0			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	8	0	100		0	0	0		0	773	36		298	430	0			
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	8	0	100		0	0	0		0	773	36		298	430	0			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	8	0	100		0	0	0		0	773	36		298	430	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	8	0	100		0	0	0		0	773	36		298	430	0			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	8	0	100		0	0	0		0	773	36		298	430	0			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.87	0.13		2.00	3.00	0.00			
Final Sat.:	1600	0	1600		0	0	0		0	4586	214		3200	4800	0			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.06		0.00	0.00	0.00		0.00	0.17	0.17		0.09	0.09	0.00			
Crit Moves:			****							****			****					

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Von Karman Avenue									Main Street								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R		
Control:	Protected				Protected				Protected				Protected					
Rights:	Include				Include				Ignore				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	2	0	2	0 1	1	0	2	0 1	2	0	3	0 1	2	0	2	1 0		
Volume Module: >> Count Date: 17 Mar 2011 << Existing PM Peak Hour																		
Base Vol:	315	1064	322		101	336	106		353	1274	195		103	739	117			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	315	1064	322		101	336	106		353	1274	195		103	739	117			
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	315	1064	322		101	336	106		353	1274	195		103	739	117			
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:	315	1064	322		101	336	106		353	1274	0		103	739	117			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	315	1064	322		101	336	106		353	1274	0		103	739	117			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00			
FinalVolume:	315	1064	322		101	336	106		353	1274	0		103	739	117			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06			
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		2.00	3.00	1.00		2.00	2.59	0.41			
Final Sat.:	3400	3400	1700		1700	3400	1700		3400	5100	1700		3400	4403	697			
Capacity Analysis Module:																		
Vol/Sat:	0.09	0.31	0.19		0.06	0.10	0.06		0.10	0.25	0.00		0.03	0.17	0.17			
Crit Moves:		****			****					****			****					

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module: >> Count Date: 4 May 2011 << Existing PM Peak Hour												
Base Vol:	39	792	111	206	701	119	205	378	62	88	377	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	792	111	206	701	119	205	378	62	88	377	309
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	792	111	206	701	119	205	378	62	88	377	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	792	111	206	701	119	205	378	62	88	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	792	111	206	701	119	205	378	62	88	377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	792	111	206	701	119	205	378	62	88	377	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2907	493	1700	2921	479	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.07	0.12	0.24	0.24	0.12	0.13	0.13	0.05	0.11	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Von Karman Avenue						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour												
Base Vol:	30	792	48	64	860	28	23	67	103	21	52	74
Growth Adj:	1.00	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	792	48	64	860	28	23	67	103	21	52	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	792	48	64	860	28	23	67	103	21	52	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	792	48	64	860	28	23	67	103	21	52	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	792	48	64	860	28	23	67	103	21	52	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	792	48	64	860	28	23	67	103	21	52	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3206	194	1700	3400	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.04	0.25	0.02	0.01	0.04	0.06	0.01	0.03	0.04
Crit Moves:		****		****					****	****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour												
Base Vol:	63	455	94	101	647	251	157	429	40	23	433	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	455	94	101	647	251	157	429	40	23	433	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	455	94	101	647	251	157	429	40	23	433	58
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	455	0	101	647	251	157	429	40	23	433	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Rednced Vol:	63	455	0	101	647	251	157	429	40	23	433	58
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	455	0	101	647	251	157	429	40	23	433	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1700	3400	1700	1700	2450	950	1700	3400	1700	1700	2998	402
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.00	0.06	0.26	0.26	0.09	0.13	0.02	0.01	0.14	0.14
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #16 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour												
Base Vol:	44	428	58	18	602	123	106	189	19	10	217	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	428	58	18	602	123	106	189	19	10	217	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	428	58	18	602	123	106	189	19	10	217	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:	44	428	58	18	602	123	106	189	19	10	217	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	428	58	18	602	123	106	189	19	10	217	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	428	58	18	602	123	106	189	19	10	217	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.04	0.01	0.19	0.08	0.07	0.06	0.01	0.01	0.07	0.03
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #17 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	1	0	1	0	2 0	1	1	0
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour												
Base Vol:	34	25	92	104	37	70	17	762	12	26	420	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	25	92	104	37	70	17	762	12	26	420	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	25	92	104	37	70	17	762	12	26	420	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:	34	25	92	104	37	70	17	762	0	26	420	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	25	92	104	37	70	17	762	0	26	420	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
FinalVolume:	34	25	92	104	37	70	17	762	0	26	420	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1700	1700	1700	1700	588	1112	1700	3400	1700	1700	3290	110
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.06	0.06	0.06	0.01	0.22	0.00	0.02	0.13	0.13
Crit Moves:			****	****				****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[11.5]

Street Name:	Teller Avenue						Birch Street					
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	1	0	1	0	0
Volume Module: >> Count Date: 4 Mar 2010 <<												
Base Vol:	16	20	43	32	2	46	43	258	7	4	143	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:	16	20	43	32	2	46	43	258	7	4	143	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	20	43	32	2	46	43	258	7	4	143	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	43	32	2	46	43	258	7	4	143	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	20	43	32	2	46	43	258	7	4	143	8
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	428	507	133	380	506	76	151	xxxx	xxxxx	265	xxxx	xxxxx
Potent Cap.:	515	472	899	557	472	977	1442	xxxx	xxxxx	1311	xxxx	xxxxx
Move Cap.:	477	456	899	500	456	977	1442	xxxx	xxxxx	1311	xxxx	xxxxx
Volume/Cap:	0.03	0.04	0.05	0.06	0.00	0.05	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	631	xxxxx	497	xxxx	933	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	0.2	xxxx	0.2	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.5	xxxxx	12.8	xxxx	9.1	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	A	*	*	*	A	*	*
ApproachDel:		11.5			10.6			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 1	2	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 16 Mar 2011 << Existing PM Peak Hour												
Base Vol:	276	1946	379	264	1754	134	261	368	663	427	297	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1946	379	264	1754	134	261	368	663	427	297	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:	276	1946	379	264	1754	134	261	368	663	427	297	227
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	276	1946	0	264	1754	134	261	368	0	427	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1946	0	264	1754	134	261	368	0	427	297	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	276	1946	0	264	1754	134	261	368	0	427	297	0
OvlAdjVol:						4						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.00	0.08	0.26	0.08	0.08	0.07	0.00	0.13	0.06	0.00
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module: >> Count Date: 15 Mar 2011 << Existing PM Peak Hour												
Base Vol:	0	2329	965	0	1498	1303	0	0	0	592	0	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:	0	2329	965	0	1498	1303	0	0	0	592	0	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2329	965	0	1498	1303	0	0	0	592	0	363
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2329	0	0	1498	0	0	0	0	592	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2329	0	0	1498	0	0	0	0	592	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2329	0	0	1498	0	0	0	0	592	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:		****		****						****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	4	0	1	2	0	0	0	2	0	0	0	0	0
Volume Module: >> Count Date: 15 Mar 2011 << Existing PM Peak Hour												
Base Vol:	0	2330	694	0	1512	542	1037	0	524	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	2330	694	0	1512	542	1037	0	524	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2330	694	0	1512	542	1037	0	524	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2330	0	0	1512	0	1037	0	524	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2330	0	0	1512	0	1037	0	524	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2330	0	0	1512	0	1037	0	524	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.22	0.00	0.31	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****			****			****				

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	4	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module: >> Count Date: 4 May 2011 << Existing PM Peak Hour												
Base Vol:	71	1585	228	351	1389	276	802	284	64	240	211	678
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1585	228	351	1389	276	802	284	64	240	211	678
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1585	228	351	1389	276	802	284	64	240	211	678
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	1585	228	351	1389	0	802	284	64	240	211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1585	228	351	1389	0	802	284	64	240	211	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	71	1585	228	351	1389	0	802	284	64	240	211	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	2775	625	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.13	0.10	0.20	0.00	0.24	0.10	0.10	0.07	0.06	0.00
Crit Moves:		****			****			****			****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour												
Base Vol:	67	2165	30	165	1794	159	250	90	202	13	20	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	2165	30	165	1794	159	250	90	202	13	20	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	2165	30	165	1794	159	250	90	202	13	20	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:	67	2165	30	165	1794	159	250	90	202	13	20	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2165	30	165	1794	159	250	90	202	13	20	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
FinalVolume:	67	2165	30	165	1794	159	250	90	202	13	20	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.02	0.10	0.35	0.09	0.15	0.05	0.12	0.01	0.01	0.02
Crit Moves:		****			****			****				****

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module: >> Count Date: 4 May 2011 << Existing PM Peak Hour												
Base Vol:	84	1177	152	271	1192	209	243	285	170	183	258	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1177	152	271	1192	209	243	285	170	183	258	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1177	152	271	1192	209	243	285	170	183	258	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	84	1177	152	271	1192	209	243	285	0	183	258	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1177	152	271	1192	209	243	285	0	183	258	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	84	1177	152	271	1192	209	243	285	0	183	258	348
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.54	0.46	2.00	2.55	0.45	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6022	778	3400	4339	761	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.08	0.27	0.27	0.07	0.08	0.00	0.05	0.08	0.20
Crit Moves:	****				****			****				****

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour												
Base Vol:	140	1706	2	1	1247	176	319	0	122	1	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1706	2	1	1247	176	319	0	122	1	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1706	2	1	1247	176	319	0	122	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	1706	2	1	1247	0	319	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1706	2	1	1247	0	319	0	0	1	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	1706	2	1	1247	0	319	0	0	1	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.00	1.00	0.50	0.00	0.50
Final Sat.:	1700	5094	6	1700	5100	1700	3400	0	1700	850	0	850
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.00	0.24	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****			****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module: >> Count Date: 22 Mar 2011 <<												
Base Vol:	4	1420	27	284	1678	2	18	3	11	34	0	340
Growth Adj:	1.00	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	1420	27	284	1678	2	18	3	11	34	0	340
Added Vol:	0	0	0	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	1420	27	284	1678	2	18	3	11	34	0	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1420	27	284	1678	2	18	3	11	34	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1420	27	284	1678	2	18	3	11	34	0	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1420	27	284	1678	2	18	3	11	34	0	340
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.94	0.06	2.00	4.00	1.00	1.00	0.21	0.79	1.00	1.00	1.00
Final Sat.:	1700	5005	95	3400	6800	1700	1700	364	1336	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.08	0.25	0.00	0.01	0.01	0.01	0.02	0.00	0.20
Crit Moves:		****		****			****					****

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1	0 0	2	1	0 0	0	0	0 0	0	0
Volume Module: >> Count Date: 19 May 2011 << Existing PM Peak Hour												
Base Vol:	818	941	836	0	819	501	0	0	0	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:	818	941	836	0	819	501	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	818	941	836	0	819	501	0	0	0	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:	818	941	836	0	819	501	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	818	941	836	0	819	501	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	818	941	836	0	819	501	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.59	1.41	0.00	2.48	1.52	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2542	2258	0	3971	2429	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.37	0.37	0.00	0.21	0.21	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	4	1 0	0 0	3	0 0	1	1	0 2	0 0	0	0 0
Volume Module: >> Count Date: 19 May 2011 << Existing PM Peak Hour												
Base Vol:	0	1816	106	0	896	0	772	502	897	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	1816	106	0	896	0	772	502	897	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1816	106	0	896	0	772	502	897	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1816	106	0	896	0	772	502	897	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1816	106	0	896	0	772	502	897	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.72	0.28	0.00	3.00	0.00	1.82	1.18	2.00	0.00	0.00	0.00
Final Sat.:	0	7559	441	0	4800	0	2909	1891	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.19	0.00	0.27	0.27	0.28	0.00	0.00	0.00
Crit Moves:		****			****				****			

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Jamboree Road									Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1			
Volume Module:	>> Count Date: 12 May 2011 << Existing PM Peak Hour														
Base Vol:	48	1652	34	82	1699	58	54	0	27	39	0	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:	48	1652	34	82	1699	58	54	0	27	39	0	86			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	48	1652	34	82	1699	58	54	0	27	39	0	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	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	48	1652	34	82	1699	58	54	0	27	39	0	86			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	48	1652	34	82	1699	58	54	0	27	39	0	86			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	48	1652	34	82	1699	58	54	0	27	39	0	86			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	3.92	0.08	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1600	6271	129	1600	6400	1600	3200	1600	1600	1600	1600	1600			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.26	0.26	0.05	0.27	0.04	0.02	0.00	0.02	0.02	0.00	0.05			
Crit Moves:		****		****			****					****			

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #30 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volnme Module:	>> Count Date: 11 May 2011 << Existing PM Peak Hour											
Base Vol:	37	1433	240	150	1393	354	216	86	12	252	142	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1433	240	150	1393	354	216	86	12	252	142	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1433	240	150	1393	354	216	86	12	252	142	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	1433	240	150	1393	354	216	86	12	252	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1433	240	150	1393	354	216	86	12	252	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	1433	240	150	1393	354	216	86	12	252	142	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.43	0.57	1.00	1.92	1.08	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2289	911	1600	3070	1730	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.15	0.05	0.29	0.22	0.09	0.09	0.01	0.08	0.08	0.00
Crit Moves:		****		****			****			****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Carlson Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	1	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour												
Base Vol:	71	49	195	121	103	539	326	959	164	163	451	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:	71	49	195	121	103	539	326	959	164	163	451	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	49	195	121	103	539	326	959	164	163	451	93
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	49	195	121	103	0	326	959	164	163	451	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	49	195	121	103	0	326	959	164	163	451	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	71	49	195	121	103	0	326	959	164	163	451	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	3400	1700	1700	3400	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.11	0.04	0.06	0.00	0.10	0.28	0.10	0.10	0.13	0.00
Crit Moves:			****		****			****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Carlson Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	1	0
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour												
Base Vol:	0	0	0	141	0	93	202	994	0	0	536	97
Growth Adj:	1.00	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	141	0	93	202	994	0	0	536	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	141	0	93	202	994	0	0	536	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	141	0	93	202	994	0	0	536	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	93	202	994	0	0	536	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	141	0	93	202	994	0	0	536	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2879	521
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.12	0.58	0.00	0.00	0.19	0.19
Crit Moves:				****				****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Harvard Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1	1	0 1	1 0
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour												
Base Vol:	60	882	59	254	557	158	454	843	101	72	234	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	882	59	254	557	158	454	843	101	72	234	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	882	59	254	557	158	454	843	101	72	234	175
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:	60	882	59	254	557	158	454	843	0	72	234	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	882	59	254	557	158	454	843	0	72	234	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	60	882	59	254	557	158	454	843	0	72	234	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.14	0.86
Final Sat.:	1700	3187	213	1700	3400	1700	3400	3400	1700	1700	1945	1455
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.15	0.16	0.09	0.13	0.25	0.00	0.04	0.12	0.12
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 2	0	0 0	0 0	1	0 3	1 0
Volume Module: >> Count Date: 18 May 2011 << Existing PM Peak Hour												
Base Vol:	478	651	0	0	799	763	0	0	0	235	1956	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	478	651	0	0	799	763	0	0	0	235	1956	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	478	651	0	0	799	763	0	0	0	235	1956	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:	478	651	0	0	799	763	0	0	0	235	1956	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	651	0	0	799	763	0	0	0	235	1956	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
FinalVolume:	478	651	0	0	799	763	0	0	0	235	1956	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.79	0.21
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6071	329
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.00	0.00	0.12	0.24	0.00	0.00	0.00	0.15	0.32	0.32
Crit Moves:	****					****					****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #35 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module: >> Count Date: 17 May 2011 << Existing PM Peak Hour												
Base Vol:	156	285	0	0	437	653	0	0	0	417	1475	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	285	0	0	437	653	0	0	0	417	1475	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	285	0	0	437	653	0	0	0	417	1475	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:	156	285	0	0	437	653	0	0	0	417	1475	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	285	0	0	437	653	0	0	0	417	1475	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
FinalVolume:	156	285	0	0	437	653	0	0	0	417	1475	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.60	2.40	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	2566	3834	0	0	0	1600	5992	408
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.26	0.25	0.34
Crit Moves:	****				****							****

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #36 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module: >> Count Date: 18 May 2011 << Existing PM Peak Hour												
Base Vol:	0	660	230	202	837	0	421	900	538	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	660	230	202	837	0	421	900	538	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	660	230	202	837	0	421	900	538	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	660	230	202	837	0	421	900	538	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	660	230	202	837	0	421	900	538	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	660	230	202	837	0	421	900	538	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.27	2.73	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2040	4360	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.14	0.13	0.17	0.00	0.21	0.21	0.17	0.00	0.00	0.00
Crit Moves:			****	****			****					

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #37 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module: >> Count Date: 17 May 2011 << Existing PM Peak Hour												
Base Vol:	0	230	242	287	567	0	227	996	124	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	230	242	287	567	0	227	996	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	230	242	287	567	0	227	996	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	230	242	287	567	0	227	996	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	230	242	287	567	0	227	996	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	230	242	287	567	0	227	996	124	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.67	0.33	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5869	531	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.08	0.09	0.18	0.00	0.14	0.17	0.23	0.00	0.00	0.00
Crit Moves:	****			****					****			

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	4	0	1	0	0	0	0	0
Volume Module: >> Count Date: 12 May 2011 << Existing PM Peak Hour												
Base Vol:	0	0	250	0	0	0	0	2614	101	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	0	250	0	0	0	0	2614	101	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	250	0	0	0	0	2614	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	250	0	0	0	0	2614	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	250	0	0	0	0	2614	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	250	0	0	0	0	2614	101	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.41	0.06	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module: >> Count Date: 20 Apr 2011 <<												
Base Vol:	46	562	143	6	1159	165	26	53	106	494	170	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	562	143	6	1159	165	26	53	106	494	170	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	562	143	6	1159	165	26	53	106	494	170	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	562	143	6	1159	165	26	53	106	494	170	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	562	143	6	1159	165	26	53	106	494	170	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	562	143	6	1159	165	26	53	106	494	170	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.91	0.09
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1462	138
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.09	0.00	0.24	0.10	0.02	0.03	0.07	0.15	0.12	0.12
Crit Moves:	****				****				****	****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour												
Base Vol:	98	1386	225	58	870	101	391	647	95	297	434	124
Growth Adj:	1.00	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	1386	225	58	870	101	391	647	95	297	434	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1386	225	58	870	101	391	647	95	297	434	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:	98	1386	225	58	870	101	391	647	95	297	434	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1386	225	58	870	101	391	647	95	297	434	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
FinalVolume:	98	1386	225	58	870	101	391	647	95	297	434	124
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4607	748	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.03	0.24	0.06	0.22	0.18	0.05	0.17	0.12	0.07
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Mesa Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour																			
Base Vol:	77	0	145	0	0	0	0	1558	49	52	1205	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:	77	0	145	0	0	0	0	1558	49	52	1205	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:	77	0	145	0	0	0	0	1558	49	52	1205	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:	77	0	145	0	0	0	0	1558	49	52	1205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	0	145	0	0	0	0	1558	49	52	1205	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	0	145	0	0	0	0	1558	49	52	1205	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.46	0.03	0.03	0.35	0.00
Crit Moves:			****					****		****		

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #42 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	California Avenue						University Drive					
Approach:	North Bound			South Bound			Esst Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phsse			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	2	0	2	0	0
Volume Module: >> Count Date: 7 Dec 2011 << Existing PM Peak Hour																			
Base Vol:	181	0	697	0	0	0	0	912	99	56	1218	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:	181	0	697	0	0	0	0	912	99	56	1218	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:	181	0	697	0	0	0	0	912	99	56	1218	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:	181	0	697	0	0	0	0	912	99	56	1218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	0	697	0	0	0	0	912	99	56	1218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	0	697	0	0	0	0	912	99	56	1218	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	3400	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.21	0.00	0.00	0.00	0.00	0.27	0.06	0.02	0.36	0.00
Crit Moves:			****					****			****	

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.3]

Street Name:	Driveway						Birch St					
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 0	1 1	0	1 0	2 0	0
Volume Module: >> Count Date: 22 Mar 2012 << Existing PM Peak Hour												
Base Vol:	58	0	46	0	0	0	0	310	25	19	80	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:	58	0	46	0	0	0	0	310	25	19	80	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:	58	0	46	0	0	0	0	310	25	19	80	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:	58	0	46	0	0	0	0	310	25	19	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	0	46	0	0	0	0	310	25	19	80	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	401	441	168	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	xxxx	xxxxx
Potent Cap.:	583	514	854	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx
Move Cap.:	576	506	854	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control 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	673	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 ConDel:	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Existing Conditions
PM Peak Hour

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

Intersection #238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: F[109.9]

Street Name:	Jamboree Rd						Conexant driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	3 0	0	0 0	4 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 22 Mar 2011 << Existing PM Peak Hour												
Base Vol:	42	1730	0	0	1925	12	15	0	46	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:	42	1730	0	0	1925	12	15	0	46	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1730	0	0	1925	12	15	0	46	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:	42	1730	0	0	1925	12	15	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	1730	0	0	1925	12	15	0	46	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1937	xxxx	xxxxx	xxxx	xxxx	xxxxx	2586	xxxx	481	xxxx	xxxx	xxxxx
Potent Cap.:	307	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	536	xxxx	xxxx	xxxxx
Move Cap.:	307	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	536	xxxx	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.79	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.1	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	18.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	409.1	xxxx	12.3	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			109.9			xxxxxx	
ApproachLOS:		*			*			F			*	

Note: Queue reported is the number of cars per lane.

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-2 – EXISTING PLUS PROJECT CONDITIONS

Uptown Newport
Existing Plus Project
AM Peak Hour

Scenario Report

Scenario:	Ex+Uptown Newport AM ICU
Command:	Ex+Uptown Newport AM ICU
Volume:	Existing - Uptown AM
Geometry:	Existing ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Uptown AM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Existing Plus Project
AM Peak Hour

Trip Generation Report

Forecast for Uptown Newport AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
100	Uptown Newpo	1.00	Uptown Newport	134.00	511.00	134	511	645	118.8
	Zone 100 Subtotal					134	511	645	118.8
103	Existing Con	1.00	Office/Industr	-90.00	-12.00	-90	-12	-102	-18.8
	Zone 103 Subtotal					-90	-12	-102	-18.8
TOTAL						44	499	543	100.0

Uptown Newport
Existing Plus Project
AM Peak Hour

Turning Movement Report
Uptown Newport AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	613	741	1274	275	481	74	28	665	367	196	461	110	5285
Added	0	25	0	0	2	0	0	0	0	0	0	0	27
Total	613	766	1274	275	483	74	28	665	367	196	461	110	5312
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	1517	273	244	749	0	0	0	0	899	0	783	4465
Added	0	25	46	0	2	0	0	0	0	0	0	0	73
Total	0	1542	319	244	751	0	0	0	0	899	0	783	4538
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	912	374	216	1024	416	0	0	0	1007	236	793	4978
Added	0	71	0	0	2	0	0	0	0	9	0	0	82
Total	0	983	374	216	1026	416	0	0	0	1016	236	793	5060
#4 MacArthur Blvd/Michelson Dr													
Base	203	912	211	1110	1147	5	413	67	91	73	85	150	4467
Added	0	71	0	0	12	0	0	0	0	0	0	0	83
Total	203	983	211	1110	1159	5	413	67	91	73	85	150	4550
#5 MacArthur Blvd/Campus Dr													
Base	40	849	71	258	719	278	369	639	71	48	200	63	3605
Added	0	60	0	2	10	0	0	0	0	0	0	10	82
Total	40	909	71	260	729	278	369	639	71	48	200	73	3687
#6 MacArthur Blvd/Birch St													
Base	33	687	86	90	606	201	113	256	57	26	137	38	2330
Added	0	15	0	6	4	0	0	-5	0	0	-1	45	64
Total	33	702	86	96	610	201	113	251	57	26	136	83	2394
#7 MacArthur Blvd/Von Karman Ave													
Base	98	726	674	40	275	153	25	88	21	83	120	11	2314
Added	0	15	0	0	4	0	0	0	0	0	0	0	19
Total	98	741	674	40	279	153	25	88	21	83	120	11	2333
#8 MacArthur Blvd/Jamboree Rd													
Base	153	1284	465	72	318	128	374	931	161	344	644	180	5054
Added	0	0	6	4	0	0	0	25	0	60	176	15	286
Total	153	1284	471	76	318	128	374	956	161	404	820	195	5340
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2036	553	232	525	0	0	0	0	33	0	21	3400
Added	0	6	1	0	60	0	0	0	0	15	0	0	82
Total	0	2042	554	232	585	0	0	0	0	48	0	21	3482

Uptown Newport
Existing Plus Project
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 MacArthur Blvd NB/Univeristy Dr													
Base	48	0	159	0	0	0	0	1102	117	271	690	0	2387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	0	159	0	0	0	0	1102	117	271	690	0	2387
#11 MacArthur Blvd SB/University Dr													
Base	0	0	42	0	0	0	0	1172	50	305	441	0	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	42	0	0	0	0	1172	50	305	441	0	2010
#12 Von Karman Ave/Main St													
Base	83	246	82	97	1164	275	123	585	247	298	864	65	4129
Added	0	25	0	0	2	0	0	0	0	0	0	0	27
Total	83	271	82	97	1166	275	123	585	247	298	864	65	4156
#13 Von Karman Ave/Michelson Dr													
Base	43	608	74	109	614	126	101	154	38	151	320	270	2608
Added	0	25	0	0	2	0	0	0	0	0	0	0	27
Total	43	633	74	109	616	126	101	154	38	151	320	270	2635
#14 Von Karman Ave/Dupont Dr													
Base	35	744	18	33	556	20	11	41	40	34	46	60	1638
Added	0	25	0	0	2	0	0	0	0	0	0	0	27
Total	35	769	18	33	558	20	11	41	40	34	46	60	1665
#15 Von Karman Ave/Campus Dr													
Base	20	563	43	32	365	66	237	308	60	71	258	74	2097
Added	0	10	0	3	-1	0	0	2	0	0	10	15	39
Total	20	573	43	35	364	66	237	310	60	71	268	89	2136
#16 Von Karman Ave/Birch St													
Base	19	491	41	47	305	120	95	179	28	39	151	19	1534
Added	0	0	0	-1	0	0	0	0	0	0	44	10	53
Total	19	491	41	46	305	120	95	179	28	39	195	29	1587
#17 Teller Ave/Campus Dr													
Base	5	14	21	6	18	24	26	247	34	65	474	111	1045
Added	0	0	0	0	0	0	0	5	0	0	25	0	30
Total	5	14	21	6	18	24	26	252	34	65	499	111	1075
#18 Teller Ave/Birch St													
Base	2	1	5	21	9	18	29	101	16	45	249	26	522
Added	0	0	0	0	0	0	0	0	0	0	54	0	54
Total	2	1	5	21	9	18	29	101	16	45	303	26	576

Uptown Newport
Existing Plus Project
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Jamboree Rd/Main St													
Base	392	1359	357	332	2238	338	178	331	255	474	421	133	6808
Added	0	25	-1	0	2	0	0	0	0	-5	0	0	21
Total	392	1384	356	332	2240	338	178	331	255	469	421	133	6829
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1892	604	0	1912	999	0	0	0	1136	0	685	7228
Added	0	24	29	0	-2	0	0	0	0	11	0	0	62
Total	0	1916	633	0	1910	999	0	0	0	1147	0	685	7290
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1166	365	0	2850	275	1381	0	1216	0	0	0	7253
Added	0	54	75	0	9	0	0	0	-3	0	0	0	135
Total	0	1220	440	0	2859	275	1381	0	1213	0	0	0	7388
#22 Jamboree Rd/Michelson Dr													
Base	165	1123	142	698	2235	1102	155	134	49	169	299	325	6596
Added	0	129	-1	0	6	0	0	0	0	-5	0	0	129
Total	165	1252	141	698	2241	1102	155	134	49	164	299	325	6725
#23 Jamboree Rd/Dupont Dr													
Base	125	1376	3	36	1975	322	47	6	26	21	40	118	4095
Added	0	128	0	0	2	0	0	0	0	0	0	0	130
Total	125	1504	3	36	1977	322	47	6	26	21	40	118	4225
#24 Jamboree Rd/Campus Dr													
Base	150	1255	62	326	1890	228	105	134	22	274	409	216	5071
Added	25	128	-1	0	2	0	0	0	5	-5	0	0	154
Total	175	1383	61	326	1892	228	105	134	27	269	409	216	5225
#25 Jamboree Rd/Birch St													
Base	137	1103	3	5	1442	453	135	2	28	2	0	3	3313
Added	-1	104	0	0	1	0	49	0	0	0	0	0	153
Total	136	1207	3	5	1443	453	184	2	28	2	0	3	3466
#26 Jamboree Rd/Fairchild Rd													
Base	4	1246	61	325	1207	8	2	0	1	9	1	427	3291
Added	67	-6	0	10	21	15	77	5	234	0	4	-3	424
Total	71	1240	61	335	1228	23	79	5	235	9	5	424	3715
#27 Jamboree Rd/Bristol St N													
Base	510	717	554	0	629	227	0	0	0	0	0	0	2637
Added	0	25	0	0	50	126	0	0	0	0	0	0	201
Total	510	742	554	0	679	353	0	0	0	0	0	0	2838

Uptown Newport
Existing Plus Project
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#28 Jamboree Rd./Bristol St													
Base	0	1122	26	0	651	0	656	255	998	0	0	0	3708
Added	0	4	0	0	50	0	21	0	0	0	0	0	75
Total	0	1126	26	0	701	0	677	255	998	0	0	0	3783
#29 Jamboree Rd/Bayview Wy													
Base	13	1446	33	85	1543	26	123	0	42	20	0	39	3370
Added	0	4	0	0	50	0	0	0	0	0	0	0	54
Total	13	1450	33	85	1593	26	123	0	42	20	0	39	3424
#30 Jamboree Rd/University Dr													
Base	90	1217	181	63	1192	256	413	105	35	284	134	167	4137
Added	0	4	0	0	50	0	0	0	0	0	0	0	54
Total	90	1221	181	63	1242	256	413	105	35	284	134	167	4191
#31 Carlson Ave/Michelson Dr													
Base	148	74	99	30	19	190	616	496	56	94	608	125	2555
Added	0	0	0	0	0	0	0	-1	0	0	-5	0	-6
Total	148	74	99	30	19	190	616	495	56	94	603	125	2549
#32 Carlson Ave/Campus Dr													
Base	0	0	0	112	0	156	47	429	0	0	635	48	1427
Added	0	0	0	0	0	0	0	-1	0	0	-5	0	-6
Total	0	0	0	112	0	156	47	428	0	0	630	48	1421
#33 Harvard Ave/Michelson Dr													
Base	79	257	15	113	607	425	58	131	37	114	823	133	2792
Added	0	0	0	0	0	0	0	-1	0	0	-5	0	-6
Total	79	257	15	113	607	425	58	130	37	114	818	133	2786
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	957	157	3517
Added	0	0	0	0	0	0	0	0	0	25	100	0	125
Total	401	1488	0	0	235	143	0	0	0	161	1057	157	3642
#35 Birch St/Bristol St N													
Base	93	858	0	0	132	102	0	0	0	392	1071	222	2870
Added	0	-5	0	0	0	-1	0	0	0	0	126	0	120
Total	93	853	0	0	132	101	0	0	0	392	1197	222	2990
#36 Campus Dr/Bristol St													
Base	0	854	174	99	274	0	1065	1468	420	0	0	0	4354
Added	0	0	2	0	25	0	0	-14	0	0	0	0	13
Total	0	854	176	99	299	0	1065	1454	420	0	0	0	4367

Uptown Newport
Existing Plus Project
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#37 Birch St/Bristol St S													
Base	0	269	253	178	345	0	673	967	144	0	0	0	2829
Added	0	0	0	0	0	0	-5	-6	0	0	0	0	-11
Total	0	269	253	178	345	0	668	961	144	0	0	0	2818
#38 Bayview Pl/Bristol St													
Base	0	0	81	0	0	0	0	2406	266	0	0	0	2753
Added	0	0	0	0	0	0	0	21	0	0	0	0	21
Total	0	0	81	0	0	0	0	2427	266	0	0	0	2774
#39 Irvine Avenue / Mesa Drive													
Base	63	912	306	8	449	31	86	143	94	166	34	7	2299
Added	0	2	0	0	25	0	0	0	0	0	0	0	27
Total	63	914	306	8	474	31	86	143	94	166	34	7	2326
#40 University Dr/Campus Dr													
Base	53	610	265	77	1542	307	35	301	193	136	326	18	3863
Added	0	0	0	0	0	-5	-1	0	0	0	0	0	-6
Total	53	610	265	77	1542	302	34	301	193	136	326	18	3857
#41 Mesa Rd/University Dr													
Base	13	0	29	0	0	0	0	893	107	116	1762	0	2920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	0	29	0	0	0	0	893	107	116	1762	0	2920
#42 California Ave/University Dr													
Base	30	0	64	0	0	0	0	928	313	805	970	0	3110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	0	64	0	0	0	0	928	313	805	970	0	3110
#43 Birch Dwy													
Base	1	0	14	0	0	0	0	80	21	46	333	0	495
Added	54	0	49	0	0	0	0	0	0	-1	0	0	102
Total	55	0	63	0	0	0	0	80	21	45	333	0	597
#238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]													
Base	23	1637	0	0	1534	20	3	0	6	0	0	0	3223
Added	0	67	0	0	13	13	31	0	32	0	0	0	156
Total	23	1704	0	0	1547	33	34	0	38	0	0	0	3379

Uptown Newport
Existing Plus Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Main St	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	D	xxxxx	0.805	D	xxxxx	0.809	+ 0.004 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	A	xxxxx	0.591	A	xxxxx	0.594	+ 0.003 V/C
# 4 MacArthur Blvd/Michelson Dr	B	xxxxx	0.682	B	xxxxx	0.693	+ 0.010 V/C
# 5 MacArthur Blvd/Campus Dr	A	xxxxx	0.480	A	xxxxx	0.490	+ 0.010 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.342	A	xxxxx	0.347	+ 0.005 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 8 MacArthur Blvd/Jamboree Rd	A	xxxxx	0.591	B	xxxxx	0.617	+ 0.025 V/C
# 9 MacArthur Blvd/Fairchild Rd	C	xxxxx	0.714	C	xxxxx	0.724	+ 0.010 V/C
# 10 MacArthur Blvd NB/Univeristy D	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 11 MacArthur Blvd SB/University D	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000 V/C
# 12 Von Karman Ave/Main St	B	xxxxx	0.635	B	xxxxx	0.636	+ 0.001 V/C
# 13 Von Karman Ave/Michelson Dr	A	xxxxx	0.438	A	xxxxx	0.446	+ 0.007 V/C
# 14 Von Karman Ave/Dupont Dr	A	xxxxx	0.335	A	xxxxx	0.343	+ 0.007 V/C
# 15 Von Karman Ave/Campus Dr	A	xxxxx	0.471	A	xxxxx	0.484	+ 0.012 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.289	A	xxxxx	0.303	+ 0.013 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.265	A	xxxxx	0.272	+ 0.007 V/C
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.7	0.049	+ 0.580 D/V
# 19 Jamboree Rd/Main St	B	xxxxx	0.699	B	xxxxx	0.698	-0.001 V/C
# 20 Jamboree Rd/I-405 NB Ramps	B	xxxxx	0.644	B	xxxxx	0.651	+ 0.007 V/C
# 21 Jamboree Rd/I-405 SB Ramps	D	xxxxx	0.875	D	xxxxx	0.877	+ 0.001 V/C
# 22 Jamboree Rd/Michelson Dr	B	xxxxx	0.609	B	xxxxx	0.610	+ 0.001 V/C
# 23 Jamboree Rd/Dupont Dr	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C

Uptown Newport
Existing Plus Project
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Jamboree Rd/Campus Dr	B	xxxxx	0.667	B	xxxxx	0.675	+ 0.008 V/C
# 25 Jamboree Rd/Birch St	A	xxxxx	0.457	A	xxxxx	0.471	+ 0.014 V/C
# 26 Jamboree Rd/Fairchild Rd	B	xxxxx	0.654	B	xxxxx	0.700	+ 0.045 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.293	A	xxxxx	0.321	+ 0.028 V/C
# 28 Jamboree Rd./Bristol St	A	xxxxx	0.448	A	xxxxx	0.458	+ 0.010 V/C
# 29 Jamboree Rd/Bayview Wy	A	xxxxx	0.347	A	xxxxx	0.348	+ 0.001 V/C
# 30 Jamboree Rd/University Dr	A	xxxxx	0.555	A	xxxxx	0.566	+ 0.010 V/C
# 31 Carlson Ave/Michelson Dr	A	xxxxx	0.479	A	xxxxx	0.478	-0.001 V/C
# 32 Carlson Ave/Campus Dr	A	xxxxx	0.394	A	xxxxx	0.394	-0.001 V/C
# 33 Harvard Ave/Michelson Dr	B	xxxxx	0.645	B	xxxxx	0.643	-0.001 V/C
# 34 Campus Dr/Bristol St N	A	xxxxx	0.484	A	xxxxx	0.500	+ 0.016 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.538	A	xxxxx	0.562	+ 0.025 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.586	A	xxxxx	0.584	-0.002 V/C
# 37 Birch St/Bristol St S	A	xxxxx	0.393	A	xxxxx	0.392	-0.002 V/C
# 38 Bayview Pl/Bristol St	A	xxxxx	0.401	A	xxxxx	0.405	+ 0.003 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000 V/C
# 40 University Dr/Campus Dr	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 41 Mesa Rd/University Dr	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 42 California Ave/University Dr	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 43 Birch Dwy	A	8.8	0.031	B	10.5	0.089	+ 1.685 D/V
#238 Proj Dwy on Jamboree Rd	E	39.5	0.071	F	124.8	0.854	+85.261 D/V

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	613	741	1274	275	481	74	28	665	367	196	461	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	741	1274	275	481	74	28	665	367	196	461	110
Added Vol:	0	25	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	766	1274	275	483	74	28	665	367	196	461	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	613	766	0	275	483	74	28	665	367	196	461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	766	0	275	483	74	28	665	367	196	461	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	613	766	0	275	483	74	28	665	367	196	461	0
OvlAdjVol:									60			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.00	0.08	0.07	0.04	0.02	0.13	0.22	0.06	0.09	0.00
OvlAdjV/S:									0.04			
Crit Moves:	****				****			****			****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	D

Street Name:	MacArthur Blvd									I-405 NB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	2	0	0	0	1
Volume Module:												
Base Vol:	0	1517	273	244	749	0	0	0	0	899	0	783
Growth Adj:	1.00	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	1517	273	244	749	0	0	0	0	899	0	783
Added Vol:	0	25	46	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1542	319	244	751	0	0	0	0	899	0	783
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1542	319	244	751	0	0	0	0	899	0	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1542	319	244	751	0	0	0	0	899	0	783
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1542	319	244	751	0	0	0	0	899	0	783
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.26	0.00	0.46
Crit Moves:		****		****								****

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	MacArthur Boulevard									I-405 SB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	912	374	216	1024	416	0	0	0	1007	236	793
Growth Adj:	1.00	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	912	374	216	1024	416	0	0	0	1007	236	793
Added Vol:	0	71	0	0	2	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	374	216	1026	416	0	0	0	1016	236	793
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	983	374	216	1026	416	0	0	0	1016	236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	374	216	1026	416	0	0	0	1016	236	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	983	374	216	1026	416	0	0	0	1016	236	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.22	0.06	0.15	0.24	0.00	0.00	0.00	0.30	0.14	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****					****				****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	MacArthur Boulevard						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 3	1 0	2	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	203	912	211	1110	1147	5	413	67	91	73	85	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	912	211	1110	1147	5	413	67	91	73	85	150
Added Vol:	0	71	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	983	211	1110	1159	5	413	67	91	73	85	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	203	983	211	1110	1159	5	413	67	91	73	85	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	983	211	1110	1159	5	413	67	91	73	85	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	203	983	211	1110	1159	5	413	67	91	73	85	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6771	29	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.12	0.33	0.17	0.17	0.12	0.04	0.05	0.02	0.05	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:Existing AM Peak Hour												
Base Vol:	40	849	71	258	719	278	369	639	71	48	200	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	849	71	258	719	278	369	639	71	48	200	63
Added Vol:	0	60	0	2	10	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	909	71	260	729	278	369	639	71	48	200	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	909	71	260	729	278	369	639	71	48	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	909	71	260	729	278	369	639	71	48	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	909	71	260	729	278	369	639	71	48	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.70	0.30	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	4590	510	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.04	0.15	0.11	0.16	0.11	0.14	0.14	0.01	0.04	0.00
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:	Existing AM Peak Hour											
Base Vol:	33	687	86	90	606	201	113	256	57	26	137	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:	33	687	86	90	606	201	113	256	57	26	137	38
Added Vol:	0	15	0	6	4	0	0	-5	0	0	-1	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	702	86	96	610	201	113	251	57	26	136	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	33	702	86	96	610	201	113	251	57	26	136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	702	86	96	610	201	113	251	57	26	136	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	702	86	96	610	201	113	251	57	26	136	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.01	0.99	1.00	1.59	0.41	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4814	1586	1600	2548	652	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.05	0.06	0.13	0.13	0.07	0.10	0.09	0.02	0.04	0.00
Crit Moves:		****		****				****			****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	2	0	1	0	1
Volume Module:	Existing AM Peak Hour											
Base Vol:	98	726	674	40	275	153	25	88	21	83	120	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:	98	726	674	40	275	153	25	88	21	83	120	11
Added Vol:	0	15	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	741	674	40	279	153	25	88	21	83	120	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:	98	741	674	40	279	153	25	88	0	83	120	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	741	674	40	279	153	25	88	0	83	120	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
FinalVolume:	98	741	674	40	279	153	25	88	0	83	120	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.42	0.03	0.06	0.10	0.02	0.03	0.00	0.03	0.08	0.01
Crit Moves:			****	****			****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module: Existing AM Peak Hour												
Base Vol:	153	1284	465	72	318	128	374	931	161	344	644	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1284	465	72	318	128	374	931	161	344	644	180
Added Vol:	0	0	6	4	0	0	0	25	0	60	176	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1284	471	76	318	128	374	956	161	404	820	195
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	1284	471	76	318	0	374	956	161	404	820	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1284	471	76	318	0	374	956	161	404	820	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	1284	471	76	318	0	374	956	161	404	820	195
OvlAdjVol:			269									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.29	0.02	0.07	0.00	0.12	0.20	0.10	0.13	0.17	0.12
OvlAdjV/S:			0.17									
Crit Moves:		****			****				****			

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	MacArthur Boulevard						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2036	553	232	525	0	0	0	0	33	0	21
Growth Adj:	1.00	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	2036	553	232	525	0	0	0	0	33	0	21
Added Vol:	0	6	1	0	60	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2042	554	232	585	0	0	0	0	48	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2042	554	232	585	0	0	0	0	48	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2042	554	232	585	0	0	0	0	48	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2042	554	232	585	0	0	0	0	48	0	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	2.36	0.64	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4012	1088	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.14	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:		****		****						****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #10 MacArthur Blvd NB/Univeristy Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module:Existing AM Peak Hour												
Base Vol:	48	0	159	0	0	0	0	1102	117	271	690	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:	48	0	159	0	0	0	0	1102	117	271	690	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:	48	0	159	0	0	0	0	1102	117	271	690	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:	48	0	159	0	0	0	0	1102	117	271	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	159	0	0	0	0	1102	117	271	690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	0	159	0	0	0	0	1102	117	271	690	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.09	0.00	0.00	0.00	0.00	0.22	0.07	0.08	0.20	0.00
Crit Moves:			****					****		****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:Existing AM Peak Hour												
Base Vol:	0	0	42	0	0	0	0	1172	50	305	441	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	42	0	0	0	0	1172	50	305	441	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	42	0	0	0	0	1172	50	305	441	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	42	0	0	0	0	1172	50	305	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1172	50	305	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	42	0	0	0	0	1172	50	305	441	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4604	196	3200	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.25	0.25	0.10	0.09	0.00
Crit Moves:			****					****		****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Von Karman Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	2	1	0
Volume Module:												
Base Vol:	83	246	82	97	1164	275	123	585	247	298	864	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	246	82	97	1164	275	123	585	247	298	864	65
Added Vol:	0	25	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	271	82	97	1166	275	123	585	247	298	864	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	83	271	82	97	1166	275	123	585	0	298	864	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	271	82	97	1166	275	123	585	0	298	864	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	83	271	82	97	1166	275	123	585	0	298	864	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.79	0.21
Final Sat.:	3400	3400	1700	1700	3400	1700	3400	5100	1700	3400	4743	357
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.05	0.06	0.34	0.16	0.04	0.11	0.00	0.09	0.18	0.18
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	43	608	74	109	614	126	101	154	38	151	320	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	608	74	109	614	126	101	154	38	151	320	270
Added Vol:	0	25	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	633	74	109	616	126	101	154	38	151	320	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	43	633	74	109	616	126	101	154	38	151	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	633	74	109	616	126	101	154	38	151	320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	43	633	74	109	616	126	101	154	38	151	320	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2823	577	1700	2727	673	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.04	0.06	0.22	0.22	0.06	0.06	0.06	0.09	0.09	0.00
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Von Karman Avenue						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	35	744	18	33	556	20	11	41	40	34	46	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	744	18	33	556	20	11	41	40	34	46	60
Added Vol:	0	25	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	769	18	33	558	20	11	41	40	34	46	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	769	18	33	558	20	11	41	40	34	46	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	769	18	33	558	20	11	41	40	34	46	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	769	18	33	558	20	11	41	40	34	46	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.01	0.99	1.00	1.00	1.00
Final Sat.:	1700	3322	78	1700	3400	1700	1700	1721	1679	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.02	0.16	0.01	0.01	0.02	0.02	0.02	0.03	0.04
Crit Moves:		****		****			****					****

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:Existing AM Peak Hour												
Base Vol:	20	563	43	32	365	66	237	308	60	71	258	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	563	43	32	365	66	237	308	60	71	258	74
Added Vol:	0	10	0	3	-1	0	0	2	0	0	10	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	573	43	35	364	66	237	310	60	71	268	89
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	573	0	35	364	66	237	310	60	71	268	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	573	0	35	364	66	237	310	60	71	268	89
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	573	0	35	364	66	237	310	60	71	268	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1700	3400	1700	1700	2878	522	1700	3400	1700	1700	2552	848
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.14	0.09	0.04	0.04	0.11	0.10
Crit Moves:		****		****			****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #16 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	19	491	41	47	305	120	95	179	28	39	151	19
Growth Adj:	1.00	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	491	41	47	305	120	95	179	28	39	151	19
Added Vol:	0	0	0	-1	0	0	0	0	0	0	44	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	491	41	46	305	120	95	179	28	39	195	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	491	41	46	305	120	95	179	28	39	195	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	491	41	46	305	120	95	179	28	39	195	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	491	41	46	305	120	95	179	28	39	195	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.03	0.03	0.10	0.08	0.06	0.06	0.02	0.02	0.06	0.02
Crit Moves:		****		****			****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #17 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.272
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	5	14	21	6	18	24	26	247	34	65	474	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	14	21	6	18	24	26	247	34	65	474	111
Added Vol:	0	0	0	0	0	0	0	5	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	14	21	6	18	24	26	252	34	65	499	111
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:	5	14	21	6	18	24	26	252	0	65	499	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	14	21	6	18	24	26	252	0	65	499	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	5	14	21	6	18	24	26	252	0	65	499	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.43	0.57	1.00	2.00	1.00	1.00	1.64	0.36
Final Sat.:	1700	1700	1700	1700	729	971	1700	3400	1700	1700	2781	619
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.02	0.02	0.02	0.07	0.00	0.04	0.18	0.18
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.7]

Street Name:	Teller Avenue						Birch Street					
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	1	0	1	1	0	0	1	0	1	0
Volume Module:																
Base Vol:	2	1	5	21	9	18	29	101	16	45	249	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:	2	1	5	21	9	18	29	101	16	45	249	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	5	21	9	18	29	101	16	45	303	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:	2	1	5	21	9	18	29	101	16	45	303	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	5	21	9	18	29	101	16	45	303	26
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	413	586	59	515	581	165	329	xxxx	xxxxx	117	xxxx	xxxxx
Potent Cap.:	528	425	1002	447	428	857	1242	xxxx	xxxxx	1484	xxxx	xxxxx
Move Cap.:	487	402	1002	426	405	857	1242	xxxx	xxxxx	1484	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.02	0.02	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	691	xxxxx	419	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.3	xxxxx	14.2	xxxx	11.0	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	B	*	*	*	A	*	*
ApproachDel:	10.3			12.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																
Base Vol:	392	1359	357	332	2238	338	178	331	255	474	421	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:	392	1359	357	332	2238	338	178	331	255	474	421	133
Added Vol:	0	25	-1	0	2	0	0	0	0	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1384	356	332	2240	338	178	331	255	469	421	133
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	392	1384	0	332	2240	338	178	331	0	469	421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1384	0	332	2240	338	178	331	0	469	421	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	392	1384	0	332	2240	338	178	331	0	469	421	0
OvlAdjVol:						249						
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:																
Vol/Sat:	0.12	0.20	0.00	0.10	0.33	0.20	0.05	0.06	0.00	0.14	0.08	0.00
OvlAdjV/S:						0.15						
Crit Moves:	****				****			****			****					

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1892	604	0	1912	999	0	0	0	1136	0	685
Growth Adj:	1.00	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	1892	604	0	1912	999	0	0	0	1136	0	685
Added Vol:	0	24	29	0	-2	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1916	633	0	1910	999	0	0	0	1147	0	685
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1916	0	0	1910	0	0	0	0	1147	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1916	0	0	1910	0	0	0	0	1147	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1916	0	0	1910	0	0	0	0	1147	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Crit Moves:		****			****					****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1166	365	0	2850	275	1381	0	1216	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	1166	365	0	2850	275	1381	0	1216	0	0	0
Added Vol:	0	54	75	0	9	0	0	0	-3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1220	440	0	2859	275	1381	0	1213	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1220	0	0	2859	0	1381	0	1213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1220	0	0	2859	0	1381	0	1213	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1220	0	0	2859	0	1381	0	1213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.42	0.00	0.41	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	165	1123	142	698	2235	1102	155	134	49	169	299	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1123	142	698	2235	1102	155	134	49	169	299	325
Added Vol:	0	129	-1	0	6	0	0	0	0	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1252	141	698	2241	1102	155	134	49	164	299	325
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	165	1252	141	698	2241	0	155	134	49	164	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1252	141	698	2241	0	155	134	49	164	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	165	1252	141	698	2241	0	155	134	49	164	299	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.46	0.54	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	2490	910	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.08	0.21	0.33	0.00	0.05	0.05	0.05	0.05	0.09	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	125	1376	3	36	1975	322	47	6	26	21	40	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1376	3	36	1975	322	47	6	26	21	40	118
Added Vol:	0	128	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1504	3	36	1977	322	47	6	26	21	40	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1504	3	36	1977	322	47	6	26	21	40	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1504	3	36	1977	322	47	6	26	21	40	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1504	3	36	1977	322	47	6	26	21	40	118
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.00	0.02	0.39	0.19	0.03	0.00	0.02	0.01	0.02	0.07
Crit Moves:	****				****		****					****

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	150	1255	62	326	1890	228	105	134	22	274	409	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1255	62	326	1890	228	105	134	22	274	409	216
Added Vol:	25	128	-1	0	2	0	0	0	5	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1383	61	326	1892	228	105	134	27	269	409	216
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:	175	1383	61	326	1892	228	105	134	0	269	409	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1383	61	326	1892	228	105	134	0	269	409	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	175	1383	61	326	1892	228	105	134	0	269	409	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.83	0.17	2.00	2.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6513	287	3400	4552	548	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.10	0.42	0.42	0.03	0.04	0.00	0.08	0.12	0.13
Crit Moves:	****				****		****					****

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	137	1103	3	5	1442	453	135	2	28	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1103	3	5	1442	453	135	2	28	2	0	3
Added Vol:	-1	104	0	0	1	0	49	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1207	3	5	1443	453	184	2	28	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	136	1207	3	5	1443	0	184	2	0	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1207	3	5	1443	0	184	2	0	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	136	1207	3	5	1443	0	184	2	0	2	0	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.98	0.02	1.00	0.40	0.00	0.60
Final Sat.:	1700	5087	13	1700	5100	1700	3363	37	1700	680	0	1020
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.00	0.28	0.00	0.05	0.05	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	4	1246	61	325	1207	8	2	0	1	9	1	427
Growth Adj:	1.00	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	1246	61	325	1207	8	2	0	1	9	1	427
Added Vol:	67	-6	0	10	21	15	77	5	234	0	4	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1240	61	335	1228	23	79	5	235	9	5	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1240	61	335	1228	23	79	5	235	9	5	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1240	61	335	1228	23	79	5	235	9	5	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1240	61	335	1228	23	79	5	235	9	5	424
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.86	0.14	2.00	4.00	1.00	1.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	1700	4861	239	3400	6800	1700	1700	35	1665	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.10	0.18	0.01	0.05	0.14	0.14	0.01	0.00	0.25
Crit Moves:		****		****			****					****

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	510	717	554	0	629	227	0	0	0	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:	510	717	554	0	629	227	0	0	0	0	0	0
Added Vol:	0	25	0	0	50	126	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	742	554	0	679	353	0	0	0	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:	510	742	554	0	679	353	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	742	554	0	679	353	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	742	554	0	679	353	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.72	1.28	0.00	2.63	1.37	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2748	2052	0	4211	2189	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.27	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	0	0	3 0 0	1	1	1 0 2	0	0	0 0 0
Volume Module:Existing AM Peak Hour												
Base Vol:	0	1122	26	0	651	0	656	255	998	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	1122	26	0	651	0	656	255	998	0	0	0
Added Vol:	0	4	0	0	50	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1126	26	0	701	0	677	255	998	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1126	26	0	701	0	677	255	998	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1126	26	0	701	0	677	255	998	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1126	26	0	701	0	677	255	998	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.89	0.11	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7819	181	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.15	0.00	0.21	0.16	0.31	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	4 0 1	2	0	1 0 1	1	0	1 0 1
Volume Module:Existing AM Peak Hour												
Base Vol:	13	1446	33	85	1543	26	123	0	42	20	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1446	33	85	1543	26	123	0	42	20	0	39
Added Vol:	0	4	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1450	33	85	1593	26	123	0	42	20	0	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:	13	1450	33	85	1593	26	123	0	42	20	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1450	33	85	1593	26	123	0	42	20	0	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
FinalVolume:	13	1450	33	85	1593	26	123	0	42	20	0	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6258	142	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.05	0.25	0.02	0.04	0.00	0.03	0.01	0.00	0.02
Crit Moves:		****		****			****					****

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #30 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	90	1217	181	63	1192	256	413	105	35	284	134	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1217	181	63	1192	256	413	105	35	284	134	167
Added Vol:	0	4	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1221	181	63	1242	256	413	105	35	284	134	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	90	1221	181	63	1242	256	413	105	35	284	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1221	181	63	1242	256	413	105	35	284	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	90	1221	181	63	1242	256	413	105	35	284	134	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2551	649	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.11	0.02	0.26	0.16	0.16	0.16	0.02	0.09	0.08	0.00
Crit Moves:	****				****		****			****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Carlson Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 1	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	148	74	99	30	19	190	616	496	56	94	608	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	74	99	30	19	190	616	496	56	94	608	125
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	74	99	30	19	190	616	495	56	94	603	125
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	148	74	99	30	19	0	616	495	56	94	603	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	74	99	30	19	0	616	495	56	94	603	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	148	74	99	30	19	0	616	495	56	94	603	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	3400	1700	1700	3400	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.06	0.01	0.01	0.00	0.18	0.15	0.03	0.06	0.18	0.00
Crit Moves:			****		****		****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Carlson Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	112	0	156	47	429	0	0	635	48
Growth Adj:	1.00	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	112	0	156	47	429	0	0	635	48
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	112	0	156	47	428	0	0	630	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	112	0	156	47	428	0	0	630	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	156	47	428	0	0	630	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	156	47	428	0	0	630	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.86	0.14
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	3159	241
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.03	0.25	0.00	0.00	0.20	0.20
Crit Moves:						****		****			****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Harvard Avenue									Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	2	0	2	0	1	1	0	1	1	0			
Volume Module:															
Base Vol:	79	257	15	113	607	425	58	131	37	114	823	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:	79	257	15	113	607	425	58	131	37	114	823	133			
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-5	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	79	257	15	113	607	425	58	130	37	114	818	133			
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:	79	257	15	113	607	425	58	130	0	114	818	133			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	79	257	15	113	607	425	58	130	0	114	818	133			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	79	257	15	113	607	425	58	130	0	114	818	133			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.72	0.28			
Final Sat.:	1700	3213	188	1700	3400	1700	3400	3400	1700	1700	2925	475			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.08	0.08	0.07	0.18	0.25	0.02	0.04	0.00	0.07	0.28	0.28			
Crit Moves:	****					****	****				****				

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	4	0	2	0	0	0	0	0	1	0	3	1	0
Volume Module:	Existing AM Peak Hour											
Base Vol:	401	1488	0	0	235	143	0	0	0	136	957	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:	401	1488	0	0	235	143	0	0	0	136	957	157
Added Vol:	0	0	0	0	0	0	0	0	0	25	100	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	1488	0	0	235	143	0	0	0	161	1057	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:	401	1488	0	0	235	143	0	0	0	161	1057	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1488	0	0	235	143	0	0	0	161	1057	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
FinalVolume:	401	1488	0	0	235	143	0	0	0	161	1057	157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.48	0.52
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5572	828
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.10	0.19	0.19
Crit Moves:		****		****							****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #35 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:	Existing AM Peak Hour											
Base Vol:	93	858	0	0	132	102	0	0	0	392	1071	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	858	0	0	132	102	0	0	0	392	1071	222
Added Vol:	0	-5	0	0	0	-1	0	0	0	0	126	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	853	0	0	132	101	0	0	0	392	1197	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	853	0	0	132	101	0	0	0	392	1197	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	853	0	0	132	101	0	0	0	392	1197	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	853	0	0	132	101	0	0	0	392	1197	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.53	0.47
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5649	751
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.25	0.21	0.30
Crit Moves:		****		****								****

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #36 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3 0	0	1 1	2 0 2	0	0 0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	854	174	99	274	0	1065	1468	420	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	854	174	99	274	0	1065	1468	420	0	0	0
Added Vol:	0	0	2	0	25	0	0	-14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	854	176	99	299	0	1065	1454	420	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	854	176	99	299	0	1065	1454	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	854	176	99	299	0	1065	1454	420	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	854	176	99	299	0	1065	1454	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.15	0.85	1.00	3.00	0.00	1.69	2.31	2.00	0.00	0.00	0.00
Final Sat.:	0	6633	1367	1600	4800	0	2706	3694	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.06	0.06	0.00	0.39	0.39	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #37 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.392
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1	1	2	0 2 0	0	1 1	2 1 0	0	0 0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	269	253	178	345	0	673	967	144	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	269	253	178	345	0	673	967	144	0	0	0
Added Vol:	0	0	0	0	0	0	-5	-6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	269	253	178	345	0	668	961	144	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	269	253	178	345	0	668	961	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	269	253	178	345	0	668	961	144	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	269	253	178	345	0	668	961	144	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.06	1.94	2.00	2.00	0.00	1.64	2.97	0.39	0.00	0.00	0.00
Final Sat.:	0	3298	3102	3200	3200	0	2624	4750	626	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.06	0.11	0.00	0.25	0.20	0.23	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Bayview Place									Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	0 0	2	0	0 0	0 0	0	0	4	0	1	0	0	0 0
Volume Module:	Existing AM Peak Hour														
Base Vol:	0	0	81	0	0	0	0	2406	266	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	0	81	0	0	0	0	2406	266	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:	0	0	81	0	0	0	0	2427	266	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	81	0	0	0	0	2427	266	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	81	0	0	0	0	2427	266	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	81	0	0	0	0	2427	266	0	0	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00			
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.17	0.00	0.00	0.00			
Crit Moves:			****					****							

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Irvine Avenue									Mesa Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	3 0	1	1	0	3 0	1	1	0	1	1	0	2	0 0	1	0
Volume Module:	Existing AM Peak Hour														
Base Vol:	63	912	306	8	449	31	86	143	94	166	34	7			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	63	912	306	8	449	31	86	143	94	166	34	7			
Added Vol:	0	2	0	0	25	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	63	914	306	8	474	31	86	143	94	166	34	7			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	63	914	306	8	474	31	86	143	94	166	34	7			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	63	914	306	8	474	31	86	143	94	166	34	7			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	63	914	306	8	474	31	86	143	94	166	34	7			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.21	0.79	2.00	0.83	0.17			
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1931	1269	3200	1327	273			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.19	0.19	0.01	0.10	0.02	0.05	0.07	0.07	0.05	0.03	0.03			
Crit Moves:		****			****			****			****				

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	University Drive									Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1			
Volume Module:	Existing AM Peak Hour														
Base Vol:	53	610	265	77	1542	307	35	301	193	136	326	18			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	53	610	265	77	1542	307	35	301	193	136	326	18			
Added Vol:	0	0	0	0	0	-5	-1	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	53	610	265	77	1542	302	34	301	193	136	326	18			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	53	610	265	77	1542	302	34	301	193	136	326	18			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	53	610	265	77	1542	302	34	301	193	136	326	18			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	53	610	265	77	1542	302	34	301	193	136	326	18			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12			
Lanes:	1.00	2.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1785	3733	1622	1785	3570	1785	1785	3570	1785	1785	3570	1785			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.16	0.16	0.04	0.43	0.17	0.02	0.08	0.11	0.08	0.09	0.01			
Crit Moves:	****				****				****	****					

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Mesa Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	13	0	29	0	0	0	0	893	107	116	1762	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:	13	0	29	0	0	0	0	893	107	116	1762	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:	13	0	29	0	0	0	0	893	107	116	1762	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:	13	0	29	0	0	0	0	893	107	116	1762	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	29	0	0	0	0	893	107	116	1762	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	29	0	0	0	0	893	107	116	1762	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.26	0.06	0.07	0.52	0.00
Crit Moves:			****				****				****	

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #42 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	California Avenue						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0	0	0	2	0	1	2	0	2	0	0
Volume Module:																
Base Vol:	30	0	64	0	0	0	0	928	313	805	970	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:	30	0	64	0	0	0	0	928	313	805	970	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:	30	0	64	0	0	0	0	928	313	805	970	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:	30	0	64	0	0	0	0	928	313	805	970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	64	0	0	0	0	928	313	805	970	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	64	0	0	0	0	928	313	805	970	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	3400	1700	3400	3400	0
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.18	0.24	0.29	0.00
Crit Moves:			****					****		****		

Uptown Newport
Existing Plus Project
AM Peak Hour

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.5]

Street Name:	Driveway									Birch St					
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	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	1	0	14	0	0	0	0	80	21	46	333	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:	1	0	14	0	0	0	0	80	21	46	333	0
Added Vol:	54	0	49	0	0	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	63	0	0	0	0	80	21	45	333	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:	55	0	63	0	0	0	0	80	21	45	333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	0	63	0	0	0	0	80	21	45	333	0
Critical Gap Module:																				
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																				
Cnflict Vol:	347	514	51	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	101	xxxx	xxxxx
Potent Cap.:	629	467	1013	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx
Move Cap.:	615	453	1013	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	778	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 ConDel:	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Uptown Newport
Existing Plus Project
PM Peak Hour

Scenario Report

Scenario:	Ex+Uptown Newport PM ICU
Command:	Ex+Uptown Newport PM ICU
Volume:	Existing - Uptown PM
Geometry:	Existing ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Uptown PM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Existing Plus Project
PM Peak Hour

Trip Generation Report

Forecast for Uptown Newport PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
100	Uptown Newpo	1.00	Uptown Newport	537.00	292.00	537	292	829	114.2
	Zone 100 Subtotal					537	292	829	114.2
103	Existing Con	1.00	Office/Industr	-15.00	-88.00	-15	-88	-103	-14.2
	Zone 103 Subtotal					-15	-88	-103	-14.2
TOTAL						522	204	726	100.0

Uptown Newport
Existing Plus Project
PM Peak Hour

Turning Movement Report
Uptown Newport PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	528	814	421	258	671	40	45	804	554	606	738	380	5859
Added	0	10	0	0	26	0	0	0	0	0	0	0	36
Total	528	824	421	258	697	40	45	804	554	606	738	380	5895
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	1254	946	593	1274	0	0	0	0	659	0	375	5101
Added	0	10	24	0	26	0	0	0	0	0	0	0	60
Total	0	1264	970	593	1300	0	0	0	0	659	0	375	5161
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1583	660	592	984	340	0	0	0	639	175	613	5586
Added	0	34	0	0	26	0	0	0	0	48	0	0	108
Total	0	1617	660	592	1010	340	0	0	0	687	175	613	5694
#4 MacArthur Blvd/Michelson Dr													
Base	189	1301	102	662	958	10	518	132	117	473	118	479	5059
Added	0	34	0	0	74	0	0	0	0	0	0	0	108
Total	189	1335	102	662	1032	10	518	132	117	473	118	479	5167
#5 MacArthur Blvd/Campus Dr													
Base	75	962	26	92	931	470	293	286	72	63	741	123	4134
Added	0	29	0	11	63	0	0	0	0	0	0	5	108
Total	75	991	26	103	994	470	293	286	72	63	741	128	4242
#6 MacArthur Blvd/Birch St													
Base	112	673	25	43	854	172	274	197	58	99	391	129	3027
Added	0	9	0	47	16	0	0	-1	0	0	-5	20	86
Total	112	682	25	90	870	172	274	196	58	99	386	149	3113
#7 MacArthur Blvd/Von Karman Ave													
Base	37	548	126	27	793	72	111	173	152	617	88	63	2807
Added	0	9	0	0	16	0	0	0	0	0	0	0	25
Total	37	557	126	27	809	72	111	173	152	617	88	63	2832
#8 MacArthur Blvd/Jamboree Rd													
Base	246	426	367	154	983	300	194	967	25	606	925	156	5349
Added	0	0	63	16	0	0	0	184	0	25	81	9	378
Total	246	426	430	170	983	300	194	1151	25	631	1006	165	5727
#9 MacArthur Blvd/Fairchild Rd													
Base	0	837	85	26	2076	0	0	0	0	449	0	187	3660
Added	0	63	16	0	25	0	0	0	0	5	0	0	109
Total	0	900	101	26	2101	0	0	0	0	454	0	187	3769

Uptown Newport
Existing Plus Project
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 MacArthur Blvd NB/Univeristy Dr													
Base	28	0	218	0	0	0	0	803	77	702	698	0	2526
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	0	218	0	0	0	0	803	77	702	698	0	2526
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	100	0	0	0	0	773	36	298	430	0	1645
#12 Von Karman Ave/Main St													
Base	315	1064	322	101	336	106	353	1274	195	103	739	117	5025
Added	0	10	0	0	26	0	0	0	0	0	0	0	36
Total	315	1074	322	101	362	106	353	1274	195	103	739	117	5061
#13 Von Karman Ave/Michelson Dr													
Base	39	792	111	206	701	119	205	378	62	88	377	309	3387
Added	0	10	0	0	26	0	0	0	0	0	0	0	36
Total	39	802	111	206	727	119	205	378	62	88	377	309	3423
#14 Von Karman Ave/Dupont Dr													
Base	30	792	48	64	860	28	23	67	103	21	52	74	2162
Added	0	10	0	0	26	0	0	0	0	0	0	0	36
Total	30	802	48	64	886	28	23	67	103	21	52	74	2198
#15 Von Karman Ave/Campus Dr													
Base	63	455	94	101	647	251	157	429	40	23	433	58	2751
Added	0	3	0	16	10	0	0	11	0	0	5	8	53
Total	63	458	94	117	657	251	157	440	40	23	438	66	2804
#16 Von Karman Ave/Birch St													
Base	44	428	58	18	602	123	106	189	19	10	217	41	1855
Added	0	0	0	10	0	0	0	46	0	0	15	3	74
Total	44	428	58	28	602	123	106	235	19	10	232	44	1929
#17 Teller Ave/Campus Dr													
Base	34	25	92	104	37	70	17	762	12	26	420	14	1613
Added	0	0	0	0	0	0	0	27	0	0	13	0	40
Total	34	25	92	104	37	70	17	789	12	26	433	14	1653
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	0	0	0	0	0	57	0	0	17	0	74
Total	16	20	43	32	2	46	43	315	7	4	160	8	696

Uptown Newport
Existing Plus Project
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Jamboree Rd/Main St													
Base	276	1946	379	264	1754	134	261	368	663	427	297	227	6996
Added	0	10	-4	0	26	0	0	0	0	-1	0	0	31
Total	276	1956	375	264	1780	134	261	368	663	426	297	227	7027
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	2329	965	0	1498	1303	0	0	0	592	0	363	7050
Added	0	6	7	0	25	0	0	0	0	79	0	0	117
Total	0	2335	972	0	1523	1303	0	0	0	671	0	363	7167
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	2330	694	0	1512	542	1037	0	524	0	0	0	6639
Added	0	13	35	0	104	0	0	0	30	0	0	0	182
Total	0	2343	729	0	1616	542	1037	0	554	0	0	0	6821
#22 Jamboree Rd/Michelson Dr													
Base	71	1585	228	351	1389	276	802	284	64	240	211	678	6179
Added	0	48	-4	0	135	0	0	0	0	-1	0	0	178
Total	71	1633	224	351	1524	276	802	284	64	239	211	678	6357
#23 Jamboree Rd/Dupont Dr													
Base	67	2165	30	165	1794	159	250	90	202	13	20	33	4988
Added	0	43	0	0	134	0	0	0	0	0	0	0	177
Total	67	2208	30	165	1928	159	250	90	202	13	20	33	5165
#24 Jamboree Rd/Campus Dr													
Base	84	1177	152	271	1192	209	243	285	170	183	258	348	4572
Added	13	43	-4	0	134	0	0	0	27	-1	0	0	212
Total	97	1220	148	271	1326	209	243	285	197	182	258	348	4784
#25 Jamboree Rd/Birch St													
Base	140	1706	2	1	1247	176	319	0	122	1	0	1	3715
Added	0	35	0	0	108	52	16	0	-1	0	0	0	210
Total	140	1741	2	1	1355	228	335	0	121	1	0	1	3925
#26 Jamboree Rd/Fairchild Rd													
Base	4	1420	27	284	1678	2	18	3	11	34	0	340	3821
Added	269	-1	0	3	6	59	44	3	134	0	16	-1	532
Total	273	1419	27	287	1684	61	62	6	145	34	16	339	4353
#27 Jamboree Rd/Bristol St N													
Base	818	941	836	0	819	501	0	0	0	0	0	0	3915
Added	0	184	0	0	20	61	0	0	0	0	0	0	265
Total	818	1125	836	0	839	562	0	0	0	0	0	0	4180

Uptown Newport
Existing Plus Project
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#28 Jamboree Rd./Bristol St													
Base	0	1816	106	0	896	0	772	502	897	0	0	0	4989
Added	0	52	0	0	20	0	132	0	0	0	0	0	204
Total	0	1868	106	0	916	0	904	502	897	0	0	0	5193
#29 Jamboree Rd/Bayview Wy													
Base	48	1652	34	82	1699	58	54	0	27	39	0	86	3779
Added	0	52	0	0	20	0	0	0	0	0	0	0	72
Total	48	1704	34	82	1719	58	54	0	27	39	0	86	3851
#30 Jamboree Rd/University Dr													
Base	37	1433	240	150	1393	354	216	86	12	252	142	88	4403
Added	0	52	0	0	20	0	0	0	0	0	0	0	72
Total	37	1485	240	150	1413	354	216	86	12	252	142	88	4475
#31 Carlson Ave/Michelson Dr													
Base	71	49	195	121	103	539	326	959	164	163	451	93	3234
Added	0	0	0	0	0	0	0	-4	0	0	-1	0	-5
Total	71	49	195	121	103	539	326	955	164	163	450	93	3229
#32 Carlson Ave/Campus Dr													
Base	0	0	0	141	0	93	202	994	0	0	536	97	2063
Added	0	0	0	0	0	0	0	-4	0	0	-1	0	-5
Total	0	0	0	141	0	93	202	990	0	0	535	97	2058
#33 Harvard Ave/Michelson Dr													
Base	60	882	59	254	557	158	454	843	101	72	234	175	3849
Added	0	0	0	0	0	0	0	-4	0	0	-1	0	-5
Total	60	882	59	254	557	158	454	839	101	72	233	175	3844
#34 Campus Dr/Bristol St N													
Base	478	651	0	0	799	763	0	0	0	235	1956	106	4988
Added	0	0	0	0	0	0	0	0	0	10	45	0	55
Total	478	651	0	0	799	763	0	0	0	245	2001	106	5043
#35 Birch St/Bristol St N													
Base	156	285	0	0	437	653	0	0	0	417	1475	137	3560
Added	0	-1	0	0	0	-5	0	0	0	0	61	0	55
Total	156	284	0	0	437	648	0	0	0	417	1536	137	3615
#36 Campus Dr/Bristol St													
Base	0	660	230	202	837	0	421	900	538	0	0	0	3788
Added	0	0	26	0	10	0	0	-2	0	0	0	0	34
Total	0	660	256	202	847	0	421	898	538	0	0	0	3822

Uptown Newport
Existing Plus Project
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#37 Birch St/Bristol St S													
Base	0	230	242	287	567	0	227	996	124	0	0	0	2673
Added	0	0	0	0	0	0	-1	25	0	0	0	0	24
Total	0	230	242	287	567	0	226	1021	124	0	0	0	2697
#38 Bayview Pl/Bristol St													
Base	0	0	250	0	0	0	0	2614	101	0	0	0	2965
Added	0	0	0	0	0	0	0	132	0	0	0	0	132
Total	0	0	250	0	0	0	0	2746	101	0	0	0	3097
#39 Irvine Avenue / Mesa Drive													
Base	46	562	143	6	1159	165	26	53	106	494	170	16	2946
Added	0	26	0	0	10	0	0	0	0	0	0	0	36
Total	46	588	143	6	1169	165	26	53	106	494	170	16	2982
#40 University Dr/Campus Dr													
Base	98	1386	225	58	870	101	391	647	95	297	434	124	4726
Added	0	0	0	0	0	-1	-4	0	0	0	0	0	-5
Total	98	1386	225	58	870	100	387	647	95	297	434	124	4721
#41 Mesa Rd/University Dr													
Base	77	0	145	0	0	0	0	1558	49	52	1205	0	3086
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	0	145	0	0	0	0	1558	49	52	1205	0	3086
#42 California Ave/University Dr													
Base	181	0	697	0	0	0	0	912	99	56	1218	0	3163
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	0	697	0	0	0	0	912	99	56	1218	0	3163
#43 Birch Dwy													
Base	58	0	46	0	0	0	0	310	25	19	80	0	538
Added	17	0	16	0	0	0	0	0	57	51	0	0	141
Total	75	0	62	0	0	0	0	310	82	70	80	0	679
#238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]													
Base	42	1730	0	0	1925	12	15	0	46	0	0	0	3770
Added	0	42	0	0	50	54	18	0	18	0	0	0	182
Total	42	1772	0	0	1975	66	33	0	64	0	0	0	3952

Uptown Newport
Existing Plus Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Main St	B	xxxxx	0.653	B	xxxxx	0.657	+ 0.004 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C	xxxxx	0.723	C	xxxxx	0.730	+ 0.007 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	B	xxxxx	0.645	B	xxxxx	0.664	+ 0.019 V/C
# 4 MacArthur Blvd/Michelson Dr	B	xxxxx	0.653	B	xxxxx	0.658	+ 0.005 V/C
# 5 MacArthur Blvd/Campus Dr	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.463	A	xxxxx	0.464	+ 0.001 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.435	A	xxxxx	0.439	+ 0.003 V/C
# 8 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.673	C	xxxxx	0.719	+ 0.046 V/C
# 9 MacArthur Blvd/Fairchild Rd	C	xxxxx	0.721	C	xxxxx	0.729	+ 0.008 V/C
# 10 MacArthur Blvd NB/Univeristy D	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 11 MacArthur Blvd SB/University D	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000 V/C
# 12 Von Karman Ave/Main St	C	xxxxx	0.702	C	xxxxx	0.705	+ 0.003 V/C
# 13 Von Karman Ave/Michelson Dr	B	xxxxx	0.636	B	xxxxx	0.639	+ 0.003 V/C
# 14 Von Karman Ave/Dupont Dr	A	xxxxx	0.408	A	xxxxx	0.411	+ 0.003 V/C
# 15 Von Karman Ave/Campus Dr	A	xxxxx	0.588	A	xxxxx	0.595	+ 0.007 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.350	A	xxxxx	0.354	+ 0.005 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.405	A	xxxxx	0.413	+ 0.008 V/C
# 18 Teller Ave/Birch St	B	11.5	0.064	B	12.1	0.069	+ 0.624 D/V
# 19 Jamboree Rd/Main St	B	xxxxx	0.612	B	xxxxx	0.613	+ 0.001 V/C
# 20 Jamboree Rd/I-405 NB Ramps	B	xxxxx	0.623	B	xxxxx	0.639	+ 0.017 V/C
# 21 Jamboree Rd/I-405 SB Ramps	D	xxxxx	0.812	D	xxxxx	0.814	+ 0.003 V/C
# 22 Jamboree Rd/Michelson Dr	B	xxxxx	0.684	B	xxxxx	0.691	+ 0.007 V/C
# 23 Jamboree Rd/Dupont Dr	B	xxxxx	0.632	B	xxxxx	0.638	+ 0.006 V/C

Uptown Newport
Existing Plus Project
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Jamboree Rd/Campus Dr	B	xxxxx	0.626	B	xxxxx	0.656	+ 0.030 V/C
# 25 Jamboree Rd/Birch St	A	xxxxx	0.480	A	xxxxx	0.498	+ 0.017 V/C
# 26 Jamboree Rd/Fairchild Rd	B	xxxxx	0.628	B	xxxxx	0.694	+ 0.066 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.462	A	xxxxx	0.475	+ 0.013 V/C
# 28 Jamboree Rd./Bristol St	A	xxxxx	0.521	A	xxxxx	0.540	+ 0.019 V/C
# 29 Jamboree Rd/Bayview Wy	A	xxxxx	0.385	A	xxxxx	0.393	+ 0.008 V/C
# 30 Jamboree Rd/University Dr	A	xxxxx	0.522	A	xxxxx	0.533	+ 0.011 V/C
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.603	B	xxxxx	0.602	-0.001 V/C
# 32 Carlson Ave/Campus Dr	C	xxxxx	0.718	C	xxxxx	0.715	-0.002 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.766	C	xxxxx	0.765	-0.001 V/C
# 34 Campus Dr/Bristol St N	C	xxxxx	0.710	C	xxxxx	0.717	+ 0.007 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.555	A	xxxxx	0.567	+ 0.012 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.476	A	xxxxx	0.492	+ 0.016 V/C
# 37 Birch St/Bristol St S	A	xxxxx	0.411	A	xxxxx	0.416	+ 0.005 V/C
# 38 Bayview Pl/Bristol St	A	xxxxx	0.487	A	xxxxx	0.507	+ 0.021 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.491	A	xxxxx	0.493	+ 0.002 V/C
# 40 University Dr/Campus Dr	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 42 California Ave/University Dr	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 43 Birch Dwy	B	11.3	0.101	B	13.2	0.163	+ 1.888 D/V
#238 Proj Dwy on Jamboree Rd	F	109.9	0.787	F	316.9	1.939	+207.021 D/V

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	528	814	421	258	671	40	45	804	554	606	738	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	814	421	258	671	40	45	804	554	606	738	380
Added Vol:	0	10	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	824	421	258	697	40	45	804	554	606	738	380
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	528	824	0	258	697	40	45	804	554	606	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	824	0	258	697	40	45	804	554	606	738	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	528	824	0	258	697	40	45	804	554	606	738	0
OvlAdjVol:									290			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.00	0.08	0.10	0.02	0.03	0.16	0.33	0.18	0.14	0.00
OvlAdjV/S:									0.17			
Crit Moves:	****				****				****	****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1254	946	593	1274	0	0	0	0	659	0	375
Growth Adj:	1.00	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	1254	946	593	1274	0	0	0	0	659	0	375
Added Vol:	0	10	24	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1264	970	593	1300	0	0	0	0	659	0	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1264	970	593	1300	0	0	0	0	659	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1264	970	593	1300	0	0	0	0	659	0	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1264	970	593	1300	0	0	0	0	659	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.29	0.17	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.22
Crit Moves:			****	****								****

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 4	0 1	0	0 0	0 0	2	0 1	0 1
Volume Module:												
Base Vol:	0	1583	660	592	984	340	0	0	0	639	175	613
Growth Adj:	1.00	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	1583	660	592	984	340	0	0	0	639	175	613
Added Vol:	0	34	0	0	26	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1617	660	592	1010	340	0	0	0	687	175	613
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1617	660	592	1010	340	0	0	0	687	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1617	660	592	1010	340	0	0	0	687	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1617	660	592	1010	340	0	0	0	687	175	0
OvlAdjVol:			317									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.39	0.17	0.15	0.20	0.00	0.00	0.00	0.20	0.10	0.00
OvlAdjV/S:			0.19									
Crit Moves:		****		****						****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	MacArthur Boulevard						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 3	1 0	2	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	189	1301	102	662	958	10	518	132	117	473	118	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1301	102	662	958	10	518	132	117	473	118	479
Added Vol:	0	34	0	0	74	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	1335	102	662	1032	10	518	132	117	473	118	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	189	1335	102	662	1032	10	518	132	117	473	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1335	102	662	1032	10	518	132	117	473	118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	189	1335	102	662	1032	10	518	132	117	473	118	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	3.96	0.04	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6735	65	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.06	0.19	0.15	0.15	0.15	0.08	0.07	0.14	0.07	0.00
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module: Existing PM Peak Hour												
Base Vol:	75	962	26	92	931	470	293	286	72	63	741	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	962	26	92	931	470	293	286	72	63	741	123
Added Vol:	0	29	0	11	63	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	991	26	103	994	470	293	286	72	63	741	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	75	991	26	103	994	470	293	286	72	63	741	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	991	26	103	994	470	293	286	72	63	741	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	75	991	26	103	994	470	293	286	72	63	741	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	4074	1026	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.02	0.06	0.15	0.28	0.09	0.07	0.07	0.02	0.15	0.00
Crit Moves:	****					****	****				****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	MacArthur Boulevard									Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:	Existing PM Peak Hour														
Base Vol:	112	673	25	43	854	172	274	197	58	99	391	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	673	25	43	854	172	274	197	58	99	391	129
Added Vol:	0	9	0	47	16	0	0	-1	0	0	-5	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	682	25	90	870	172	274	196	58	99	386	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	112	682	25	90	870	172	274	196	58	99	386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	682	25	90	870	172	274	196	58	99	386	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	112	682	25	90	870	172	274	196	58	99	386	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.34	0.66	1.56	1.11	0.33	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5344	1056	2488	1783	528	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.02	0.06	0.16	0.16	0.11	0.11	0.11	0.06	0.12	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	MacArthur Boulevard									Von Karman Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	2	0	1	0	1
Volume Module:	Existing AM Peak Hour														
Base Vol:	37	548	126	27	793	72	111	173	152	617	88	63
Growth Adj:	1.00	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	548	126	27	793	72	111	173	152	617	88	63
Added Vol:	0	9	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:	37	557	126	27	809	72	111	173	152	617	88	63
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:	37	557	126	27	809	72	111	173	0	617	88	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	557	126	27	809	72	111	173	0	617	88	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	37	557	126	27	809	72	111	173	0	617	88	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.08	0.02	0.17	0.05	0.07	0.05	0.00	0.19	0.06	0.04
Crit Moves:	****				****			****			****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module: Existing PM Peak Hour												
Base Vol:	246	426	367	154	983	300	194	967	25	606	925	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	426	367	154	983	300	194	967	25	606	925	156
Added Vol:	0	0	63	16	0	0	0	184	0	25	81	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	426	430	170	983	300	194	1151	25	631	1006	165
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	426	430	170	983	0	194	1151	25	631	1006	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	426	430	170	983	0	194	1151	25	631	1006	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	426	430	170	983	0	194	1151	25	631	1006	165
OvlAdjVol:			114									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.27	0.05	0.20	0.00	0.06	0.24	0.02	0.20	0.21	0.10
OvlAdjV/S:			0.07									
Crit Moves:	****				****			****			****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	MacArthur Boulevard						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	837	85	26	2076	0	0	0	0	449	0	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:	0	837	85	26	2076	0	0	0	0	449	0	187
Added Vol:	0	63	16	0	25	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	900	101	26	2101	0	0	0	0	454	0	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:	0	900	101	26	2101	0	0	0	0	454	0	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	900	101	26	2101	0	0	0	0	454	0	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	900	101	26	2101	0	0	0	0	454	0	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	2.70	0.30	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4585	515	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.02	0.41	0.00	0.00	0.00	0.00	0.27	0.00	0.11
Crit Moves:	****				****						****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #10 MacArthur Blvd NB/Univeristy Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module:	Existing PM Peak Hour											
Base Vol:	28	0	218	0	0	0	0	803	77	702	698	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:	28	0	218	0	0	0	0	803	77	702	698	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:	28	0	218	0	0	0	0	803	77	702	698	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:	28	0	218	0	0	0	0	803	77	702	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	218	0	0	0	0	803	77	702	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	0	218	0	0	0	0	803	77	702	698	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.13	0.00	0.00	0.00	0.00	0.16	0.05	0.21	0.21	0.00
Crit Moves:			****					****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:	Existing PM Peak Hour											
Base Vol:	8	0	100	0	0	0	0	773	36	298	430	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	100	0	0	0	0	773	36	298	430	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	100	0	0	0	0	773	36	298	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	100	0	0	0	0	773	36	298	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	100	0	0	0	0	773	36	298	430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	100	0	0	0	0	773	36	298	430	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4586	214	3200	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.17	0.17	0.09	0.09	0.00
Crit Moves:			****					****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Von Karman Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	315	1064	322	101	336	106	353	1274	195	103	739	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	1064	322	101	336	106	353	1274	195	103	739	117
Added Vol:	0	10	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	1074	322	101	362	106	353	1274	195	103	739	117
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:	315	1074	322	101	362	106	353	1274	0	103	739	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1074	322	101	362	106	353	1274	0	103	739	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	1074	322	101	362	106	353	1274	0	103	739	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.59	0.41
Final Sat.:	3400	3400	1700	1700	3400	1700	3400	5100	1700	3400	4403	697
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.19	0.06	0.11	0.06	0.10	0.25	0.00	0.03	0.17	0.17
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	39	792	111	206	701	119	205	378	62	88	377	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	792	111	206	701	119	205	378	62	88	377	309
Added Vol:	0	10	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	802	111	206	727	119	205	378	62	88	377	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	802	111	206	727	119	205	378	62	88	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	802	111	206	727	119	205	378	62	88	377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	802	111	206	727	119	205	378	62	88	377	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2922	478	1700	2921	479	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.07	0.12	0.25	0.25	0.12	0.13	0.13	0.05	0.11	0.00
Crit Moves:		****		****				****			****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Von Karman Avenue						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	30	792	48	64	860	28	23	67	103	21	52	74
Growth Adj:	1.00	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	792	48	64	860	28	23	67	103	21	52	74
Added Vol:	0	10	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	802	48	64	886	28	23	67	103	21	52	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	802	48	64	886	28	23	67	103	21	52	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	802	48	64	886	28	23	67	103	21	52	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	802	48	64	886	28	23	67	103	21	52	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3208	192	1700	3400	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.04	0.26	0.02	0.01	0.04	0.06	0.01	0.03	0.04
Crit Moves:		****			****				****	****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	63	455	94	101	647	251	157	429	40	23	433	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	455	94	101	647	251	157	429	40	23	433	58
Added Vol:	0	3	0	16	10	0	0	11	0	0	5	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	458	94	117	657	251	157	440	40	23	438	66
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	458	0	117	657	251	157	440	40	23	438	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	458	0	117	657	251	157	440	40	23	438	66
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	458	0	117	657	251	157	440	40	23	438	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1700	3400	1700	1700	2460	940	1700	3400	1700	1700	2955	445
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.00	0.07	0.27	0.27	0.09	0.13	0.02	0.01	0.15	0.15
Crit Moves:	****				****			****			****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #16 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	44	428	58	18	602	123	106	189	19	10	217	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	428	58	18	602	123	106	189	19	10	217	41
Added Vol:	0	0	0	10	0	0	0	46	0	0	15	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	428	58	28	602	123	106	235	19	10	232	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	428	58	28	602	123	106	235	19	10	232	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	428	58	28	602	123	106	235	19	10	232	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	428	58	28	602	123	106	235	19	10	232	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.04	0.02	0.19	0.08	0.07	0.07	0.01	0.01	0.07	0.03
Crit Moves:	****				****		****				****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #17 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	34	25	92	104	37	70	17	762	12	26	420	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	25	92	104	37	70	17	762	12	26	420	14
Added Vol:	0	0	0	0	0	0	0	27	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	25	92	104	37	70	17	789	12	26	433	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:	34	25	92	104	37	70	17	789	0	26	433	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	25	92	104	37	70	17	789	0	26	433	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
FinalVolume:	34	25	92	104	37	70	17	789	0	26	433	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1700	1700	1700	1700	588	1112	1700	3400	1700	1700	3294	106
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.06	0.06	0.06	0.01	0.23	0.00	0.02	0.13	0.13
Crit Moves:			****	****				****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[12.1]

Street Name:	Teller Avenue						Birch Street					
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 1 0			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	16	20	43	32	2	46	43	258	7	4	143	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:	16	20	43	32	2	46	43	258	7	4	143	8
Added Vol:	0	0	0	0	0	0	0	57	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	20	43	32	2	46	43	315	7	4	160	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	43	32	2	46	43	315	7	4	160	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	20	43	32	2	46	43	315	7	4	160	8
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	494	581	161	426	580	84	168	xxxx	xxxxx	322	xxxx	xxxxx
Potent Cap.:	463	428	862	518	428	965	1422	xxxx	xxxxx	1249	xxxx	xxxxx
Move Cap.:	428	414	862	462	414	965	1422	xxxx	xxxxx	1249	xxxx	xxxxx
Volume/Cap:	0.04	0.05	0.05	0.07	0.00	0.05	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	583	xxxxx	459	xxxx	914	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	0.2	xxxx	0.2	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.1	xxxxx	13.5	xxxx	9.2	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	A	*	*	*	A	*	*
ApproachDel:		12.1			10.9			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4	0 1	2 0	4	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	276	1946	379	264	1754	134	261	368	663	427	297	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1946	379	264	1754	134	261	368	663	427	297	227
Added Vol:	0	10	-4	0	26	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	1956	375	264	1780	134	261	368	663	426	297	227
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	276	1956	0	264	1780	134	261	368	0	426	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1956	0	264	1780	134	261	368	0	426	297	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	276	1956	0	264	1780	134	261	368	0	426	297	0
OvlAdjVol:						4						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.00	0.08	0.26	0.08	0.08	0.07	0.00	0.13	0.06	0.00
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****			****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	E

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:												
Base Vol:	0	2329	965	0	1498	1303	0	0	0	592	0	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:	0	2329	965	0	1498	1303	0	0	0	592	0	363
Added Vol:	0	6	7	0	25	0	0	0	0	79	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2335	972	0	1523	1303	0	0	0	671	0	363
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2335	0	0	1523	0	0	0	0	671	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2335	0	0	1523	0	0	0	0	671	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2335	0	0	1523	0	0	0	0	671	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 1	2	0	0 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	2330	694	0	1512	542	1037	0	524	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	2330	694	0	1512	542	1037	0	524	0	0	0
Added Vol:	0	13	35	0	104	0	0	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2343	729	0	1616	542	1037	0	554	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2343	0	0	1616	0	1037	0	554	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2343	0	0	1616	0	1037	0	554	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2343	0	0	1616	0	1037	0	554	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.24	0.00	0.31	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	4	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	71	1585	228	351	1389	276	802	284	64	240	211	678
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1585	228	351	1389	276	802	284	64	240	211	678
Added Vol:	0	48	-4	0	135	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1633	224	351	1524	276	802	284	64	239	211	678
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	1633	224	351	1524	0	802	284	64	239	211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1633	224	351	1524	0	802	284	64	239	211	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	71	1633	224	351	1524	0	802	284	64	239	211	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	2775	625	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.13	0.10	0.22	0.00	0.24	0.10	0.10	0.07	0.06	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	67	2165	30	165	1794	159	250	90	202	13	20	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	2165	30	165	1794	159	250	90	202	13	20	33
Added Vol:	0	43	0	0	134	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	2208	30	165	1928	159	250	90	202	13	20	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:	67	2208	30	165	1928	159	250	90	202	13	20	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2208	30	165	1928	159	250	90	202	13	20	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
FinalVolume:	67	2208	30	165	1928	159	250	90	202	13	20	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.02	0.10	0.38	0.09	0.15	0.05	0.12	0.01	0.01	0.02
Crit Moves:		****		****			****					****

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module:	Existing PM Peak Hour											
Base Vol:	84	1177	152	271	1192	209	243	285	170	183	258	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1177	152	271	1192	209	243	285	170	183	258	348
Added Vol:	13	43	-4	0	134	0	0	0	27	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1220	148	271	1326	209	243	285	197	182	258	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	97	1220	148	271	1326	209	243	285	0	182	258	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1220	148	271	1326	209	243	285	0	182	258	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	97	1220	148	271	1326	209	243	285	0	182	258	348
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.57	0.43	2.00	2.59	0.41	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6064	736	3400	4406	694	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.08	0.30	0.30	0.07	0.08	0.00	0.05	0.08	0.20
Crit Moves:	****				****		****					****

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	0	1!	0	0
Volume Module:	Existing PM Peak Hour											
Base Vol:	140	1706	2	1	1247	176	319	0	122	1	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1706	2	1	1247	176	319	0	122	1	0	1
Added Vol:	0	35	0	0	108	52	16	0	-1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1741	2	1	1355	228	335	0	121	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	1741	2	1	1355	0	335	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1741	2	1	1355	0	335	0	0	1	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	1741	2	1	1355	0	335	0	0	1	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.00	1.00	0.50	0.00	0.50
Final Sat.:	1700	5094	6	1700	5100	1700	3400	0	1700	850	0	850
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.00	0.27	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	0	4	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	4	1420	27	284	1678	2	18	3	11	34	0	340
Growth Adj:	1.00	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	1420	27	284	1678	2	18	3	11	34	0	340
Added Vol:	269	-1	0	3	6	59	44	3	134	0	16	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	1419	27	287	1684	61	62	6	145	34	16	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1419	27	287	1684	61	62	6	145	34	16	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1419	27	287	1684	61	62	6	145	34	16	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1419	27	287	1684	61	62	6	145	34	16	339
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.94	0.06	2.00	4.00	1.00	1.00	0.04	0.96	1.00	1.00	1.00
Final Sat.:	1700	5005	95	3400	6800	1700	1700	68	1632	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.28	0.08	0.25	0.04	0.04	0.09	0.09	0.02	0.01	0.20
Crit Moves:	****				****		****					****

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0
Volume Module:	Existing PM Peak Hour											
Base Vol:	818	941	836	0	819	501	0	0	0	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:	818	941	836	0	819	501	0	0	0	0	0	0
Added Vol:	0	184	0	0	20	61	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	818	1125	836	0	839	562	0	0	0	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:	818	1125	836	0	839	562	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	818	1125	836	0	839	562	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	818	1125	836	0	839	562	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.72	1.28	0.00	2.40	1.60	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2754	2046	0	3833	2567	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.41	0.41	0.00	0.22	0.22	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	0	0	3 0 0	1	1	1 0 2	0	0	0 0 0
Volume Module:Existing PM Peak Hour												
Base Vol:	0	1816	106	0	896	0	772	502	897	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	1816	106	0	896	0	772	502	897	0	0	0
Added Vol:	0	52	0	0	20	0	132	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1868	106	0	916	0	904	502	897	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1868	106	0	916	0	904	502	897	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1868	106	0	916	0	904	502	897	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1868	106	0	916	0	904	502	897	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.73	0.27	0.00	3.00	0.00	1.93	1.07	2.00	0.00	0.00	0.00
Final Sat.:	0	7570	430	0	4800	0	3086	1714	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.19	0.00	0.29	0.29	0.28	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	4 0 1	2	0	1 0 1	1	0	1 0 1
Volume Module:Existing PM Peak Hour												
Base Vol:	48	1652	34	82	1699	58	54	0	27	39	0	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:	48	1652	34	82	1699	58	54	0	27	39	0	86
Added Vol:	0	52	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1704	34	82	1719	58	54	0	27	39	0	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1704	34	82	1719	58	54	0	27	39	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1704	34	82	1719	58	54	0	27	39	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1704	34	82	1719	58	54	0	27	39	0	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6275	125	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.05	0.27	0.04	0.02	0.00	0.02	0.02	0.00	0.05
Crit Moves:		****		****			****					****

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #30 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	37	1433	240	150	1393	354	216	86	12	252	142	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1433	240	150	1393	354	216	86	12	252	142	88
Added Vol:	0	52	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1485	240	150	1413	354	216	86	12	252	142	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	1485	240	150	1413	354	216	86	12	252	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1485	240	150	1413	354	216	86	12	252	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	1485	240	150	1413	354	216	86	12	252	142	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.43	0.57	1.00	1.92	1.08	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2289	911	1600	3070	1730	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.15	0.05	0.29	0.22	0.09	0.09	0.01	0.08	0.08	0.00
Crit Moves:		****		****			****			****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Carlson Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 1	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	71	49	195	121	103	539	326	959	164	163	451	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:	71	49	195	121	103	539	326	959	164	163	451	93
Added Vol:	0	0	0	0	0	0	0	-4	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	49	195	121	103	539	326	955	164	163	450	93
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	49	195	121	103	0	326	955	164	163	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	49	195	121	103	0	326	955	164	163	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	71	49	195	121	103	0	326	955	164	163	450	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	3400	1700	1700	3400	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.11	0.04	0.06	0.00	0.10	0.28	0.10	0.10	0.13	0.00
Crit Moves:			****		****			****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Carlson Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	141	0	93	202	994	0	0	536	97
Growth Adj:	1.00	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	141	0	93	202	994	0	0	536	97
Added Vol:	0	0	0	0	0	0	0	-4	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	141	0	93	202	990	0	0	535	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	141	0	93	202	990	0	0	535	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	93	202	990	0	0	535	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	141	0	93	202	990	0	0	535	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2878	522
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.12	0.58	0.00	0.00	0.19	0.19
Crit Moves:				****				****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Harvard Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	2	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	60	882	59	254	557	158	454	843	101	72	234	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	882	59	254	557	158	454	843	101	72	234	175
Added Vol:	0	0	0	0	0	0	0	-4	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	882	59	254	557	158	454	839	101	72	233	175
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:	60	882	59	254	557	158	454	839	0	72	233	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	882	59	254	557	158	454	839	0	72	233	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	60	882	59	254	557	158	454	839	0	72	233	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.14	0.86
Final Sat.:	1700	3187	213	1700	3400	1700	3400	3400	1700	1700	1942	1458
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.15	0.16	0.09	0.13	0.25	0.00	0.04	0.12	0.12
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 2	0	0 0	0 0	1	0 3	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	478	651	0	0	799	763	0	0	0	235	1956	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	478	651	0	0	799	763	0	0	0	235	1956	106
Added Vol:	0	0	0	0	0	0	0	0	0	10	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	478	651	0	0	799	763	0	0	0	245	2001	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:	478	651	0	0	799	763	0	0	0	245	2001	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	651	0	0	799	763	0	0	0	245	2001	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
FinalVolume:	478	651	0	0	799	763	0	0	0	245	2001	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.80	0.20
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6078	322
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.00	0.00	0.12	0.24	0.00	0.00	0.00	0.15	0.33	0.33
Crit Moves:	****					****					****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #35 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	156	285	0	0	437	653	0	0	0	417	1475	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	285	0	0	437	653	0	0	0	417	1475	137
Added Vol:	0	-1	0	0	0	-5	0	0	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	284	0	0	437	648	0	0	0	417	1536	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:	156	284	0	0	437	648	0	0	0	417	1536	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	284	0	0	437	648	0	0	0	417	1536	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
FinalVolume:	156	284	0	0	437	648	0	0	0	417	1536	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	2578	3822	0	0	0	1600	6007	393
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.26	0.26	0.35
Crit Moves:	****				****							****

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #36 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	1	0	3 0 0	1	1	2 0 2	0	0	0 0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	660	230	202	837	0	421	900	538	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	660	230	202	837	0	421	900	538	0	0	0
Added Vol:	0	0	26	0	10	0	0	-2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	660	256	202	847	0	421	898	538	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	660	256	202	847	0	421	898	538	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	660	256	202	847	0	421	898	538	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	660	256	202	847	0	421	898	538	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.28	2.72	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2043	4357	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.16	0.13	0.18	0.00	0.21	0.21	0.17	0.00	0.00	0.00
Crit Moves:			****	****			****					

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #37 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 1	2	0	2 0 0	1	1	2 1 0	0	0	0 0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	230	242	287	567	0	227	996	124	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	230	242	287	567	0	227	996	124	0	0	0
Added Vol:	0	0	0	0	0	0	-1	25	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	230	242	287	567	0	226	1021	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	230	242	287	567	0	226	1021	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	230	242	287	567	0	226	1021	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	230	242	287	567	0	226	1021	124	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.68	0.32	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5880	520	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.08	0.09	0.18	0.00	0.14	0.17	0.24	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 2	0	0	0 0	0 4	0 1	0	0	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	0	250	0	0	0	0	2614	101	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	0	250	0	0	0	0	2614	101	0	0	0
Added Vol:	0	0	0	0	0	0	0	132	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	250	0	0	0	0	2746	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	250	0	0	0	0	2746	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	250	0	0	0	0	2746	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	250	0	0	0	0	2746	101	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.43	0.06	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	46	562	143	6	1159	165	26	53	106	494	170	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	562	143	6	1159	165	26	53	106	494	170	16
Added Vol:	0	26	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:	46	588	143	6	1169	165	26	53	106	494	170	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	588	143	6	1169	165	26	53	106	494	170	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	588	143	6	1169	165	26	53	106	494	170	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	588	143	6	1169	165	26	53	106	494	170	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.91	0.09
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1462	138
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.09	0.00	0.24	0.10	0.02	0.03	0.07	0.15	0.12	0.12
Crit Moves:	****				****				****	****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	98	1386	225	58	870	101	391	647	95	297	434	124
Growth Adj:	1.00	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	1386	225	58	870	101	391	647	95	297	434	124
Added Vol:	0	0	0	0	0	-1	-4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1386	225	58	870	100	387	647	95	297	434	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:	98	1386	225	58	870	100	387	647	95	297	434	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1386	225	58	870	100	387	647	95	297	434	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
FinalVolume:	98	1386	225	58	870	100	387	647	95	297	434	124
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4607	748	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.03	0.24	0.06	0.22	0.18	0.05	0.17	0.12	0.07
Crit Moves:		****		****				****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Mesa Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	77	0	145	0	0	0	0	1558	49	52	1205	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:	77	0	145	0	0	0	0	1558	49	52	1205	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:	77	0	145	0	0	0	0	1558	49	52	1205	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:	77	0	145	0	0	0	0	1558	49	52	1205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	0	145	0	0	0	0	1558	49	52	1205	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	0	145	0	0	0	0	1558	49	52	1205	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.46	0.03	0.03	0.35	0.00
Crit Moves:			****					****		****		

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #42 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	California Avenue						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0	0	0	2	0	1	2	0	2	0	0
Volume Module:																
Base Vol:	181	0	697	0	0	0	0	912	99	56	1218	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:	181	0	697	0	0	0	0	912	99	56	1218	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:	181	0	697	0	0	0	0	912	99	56	1218	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:	181	0	697	0	0	0	0	912	99	56	1218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	0	697	0	0	0	0	912	99	56	1218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	0	697	0	0	0	0	912	99	56	1218	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	3400	1700	3400	3400	0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.21	0.00	0.00	0.00	0.00	0.27	0.06	0.02	0.36	0.00
Crit Moves:			****				****				****	

Uptown Newport
Existing Plus Project
PM Peak Hour

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[13.2]

Street Name:	Driveway									Birch St					
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	0	0	1	1	0	1	0	2	0	0
Volume Module:																					
Base Vol:	58	0	46	0	0	0	0	310	25	19	80	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:	58	0	46	0	0	0	0	310	25	19	80	0
Added Vol:	17	0	16	0	0	0	0	0	57	51	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	0	62	0	0	0	0	310	82	70	80	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:	75	0	62	0	0	0	0	310	82	70	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	75	0	62	0	0	0	0	310	82	70	80	0
Critical Gap Module:																					
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																					
Cnflict Vol:	531	571	196	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	xxxx	xxxxx
Potent Cap.:	483	434	819	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1178	xxxx	xxxxx
Move Cap.:	461	408	819	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1178	xxxx	xxxxx
Volume/Cap:	0.16	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:																					
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control 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	575	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 ConDel:	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-3 – TPO ANALYSIS WITHOUT PROJECT

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Scenario Report

Scenario:	TPO 2018 - w/o Uptown AM ICU
Command:	TPO 2018 - w/o Uptown AM ICU
Volume:	2018 Ex+Commit AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	922	959	1366	391	541	105	87	575	301	277	624	230	6378
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	922	959	1366	391	541	105	87	575	301	277	624	230	6378
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2500	330	203	1065	0	0	0	0	964	0	679	5741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2500	330	203	1065	0	0	0	0	964	0	679	5741
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1598	407	185	1273	544	0	0	0	1008	301	1200	6516
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1598	407	185	1273	544	0	0	0	1008	301	1200	6516
#4 MacArthur Blvd/Michelson Dr													
Base	236	1390	249	362	1937	0	306	163	47	129	130	321	5269
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	236	1390	249	362	1937	0	306	163	47	129	130	321	5269
#5 MacArthur Blvd/Campus Dr													
Base	84	1170	121	281	1028	298	418	822	105	101	559	179	5167
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	21	0	0	50	0	0	1	0	0	0	0	72
Total	84	1191	121	281	1078	298	418	823	105	101	559	179	5239
#6 MacArthur Blvd/Birch St													
Base	35	737	92	96	650	215	113	256	57	26	137	38	2453
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	1	17	0	0	41	13	3	3	0	0	13	0	91
Total	36	754	92	96	691	228	116	259	57	26	150	38	2544
#7 MacArthur Blvd/Von Karman Ave													
Base	105	778	723	43	295	164	25	88	21	83	120	11	2456
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	33	1	6	46	0	0	0	0	1	2	0	89
Total	105	811	724	49	341	164	25	88	21	84	122	11	2545
#8 MacArthur Blvd/Jamboree Rd													
Base	164	1377	499	77	341	137	401	998	173	369	690	193	5418
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	1	18	1	3	38	12	16	37	0	0	66	8	200
Total	165	1395	500	80	379	149	417	1035	173	369	756	201	5618

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2603	572	296	837	0	0	0	0	31	0	22	4361
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2603	572	296	837	0	0	0	0	31	0	22	4361
#10 MacArthur Blvd NB/Univeristy Dr													
Base	54	0	250	0	0	0	0	1109	107	343	845	0	2708
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	0	250	0	0	0	0	1109	107	343	845	0	2708
#11 MacArthur Blvd SB/University Dr													
Base	0	0	42	0	0	0	0	1172	50	305	441	0	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	42	0	0	0	0	1172	50	305	441	0	2010
#12 Von Karman Ave/Main St													
Base	144	432	93	95	1198	316	312	524	284	362	1237	136	5133
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	144	432	93	95	1198	316	312	524	284	362	1237	136	5133
#13 Von Karman Ave/Michelson Dr													
Base	55	946	76	175	714	146	177	189	43	216	551	478	3768
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	946	76	175	714	146	177	189	43	216	551	478	3768
#14 Von Karman Ave/Dupont Dr													
Base	98	1047	42	82	761	41	4	76	55	93	154	89	2542
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	1047	42	82	761	41	4	76	55	93	154	89	2542
#15 Von Karman Ave/Campus Dr													
Base	20	776	65	58	497	125	293	473	44	108	533	123	3114
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	1	2	0	2	0	0	0	0	0	3	0	8
Total	20	777	67	58	499	125	293	473	44	108	536	123	3122
#16 Von Karman Ave/Birch St													
Base	19	491	41	47	305	120	95	179	28	39	151	19	1534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	491	41	47	305	120	95	179	28	39	151	19	1534
#17 Teller Ave/Campus Dr													
Base	8	62	24	26	139	86	110	379	45	67	607	215	1767
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	62	24	26	139	86	110	379	45	67	607	215	1767

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	2	1	5	21	9	18	29	101	16	45	249	26	522
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	5	21	9	18	29	101	16	45	249	26	522
#19 Jamboree Rd/Main St													
Base	670	1722	203	466	2621	644	145	293	272	735	765	109	8646
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	670	1722	203	466	2621	644	145	293	272	735	765	109	8646
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1852	638	0	1987	1778	0	0	0	1516	0	940	8711
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1852	638	0	1987	1778	0	0	0	1516	0	940	8711
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1792	647	0	3162	307	720	0	1726	0	0	0	8356
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1792	647	0	3162	307	720	0	1726	0	0	0	8356
#22 Jamboree Rd/Michelson Dr													
Base	169	1531	192	622	2771	550	296	232	89	424	535	641	8053
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	169	1531	192	622	2771	550	296	232	89	424	535	641	8053
#23 Jamboree Rd/Dupont Dr													
Base	234	1614	12	50	2287	499	65	12	39	38	62	152	5061
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	234	1614	12	50	2287	499	65	12	39	38	62	152	5061
#24 Jamboree Rd/Campus Dr													
Base	188	1461	67	311	1869	155	159	291	43	567	473	210	5792
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	32	0	0	74	0	0	2	1	1	3	0	113
Total	188	1493	67	311	1943	155	159	293	44	568	476	210	5905
#25 Jamboree Rd/Birch St													
Base	160	1596	1	5	1960	520	140	2	27	0	0	0	4411
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	33	0	0	74	1	0	0	0	0	0	0	108
Total	160	1629	1	5	2034	521	140	2	27	0	0	0	4519
#26 Jamboree Rd/Fairchild Rd													
Base	8	1714	39	327	1983	10	24	0	28	7	2	312	4455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	1714	39	327	1983	10	24	0	28	7	2	312	4455

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	547	769	594	0	674	243	0	0	0	0	0	0	2827
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	29	48	21	0	89	13	0	0	0	0	0	0	200
Total	576	817	615	0	763	256	0	0	0	0	0	0	3027
#28 Jamboree Rd./Bristol St													
Base	0	1203	28	0	698	0	656	255	998	0	0	0	3838
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	116	0	0	90	0	5	4	111	0	0	0	326
Total	0	1319	28	0	788	0	661	259	1109	0	0	0	4164
#29 Jamboree Rd/Bayview Wy													
Base	14	1550	35	91	1654	28	123	0	42	20	0	39	3597
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	6	30	0	0	76	14	1	0	1	0	0	0	128
Total	20	1580	35	91	1730	42	124	0	43	20	0	39	3725
#30 Jamboree Rd/University Dr													
Base	96	1305	194	68	1278	274	413	105	35	284	134	167	4353
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	93	5	0	178	0	0	1	0	1	1	4	283
Total	96	1398	199	68	1456	274	413	106	35	285	135	171	4636
#31 Carlson Ave/Michelson Dr													
Base	475	128	151	28	27	237	461	542	72	204	940	91	3356
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	475	128	151	28	27	237	461	542	72	204	940	91	3356
#32 Carlson Ave/Campus Dr													
Base	0	0	0	153	2	381	118	496	0	0	895	91	2135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	153	2	381	118	496	0	0	895	91	2135
#33 Harvard Ave/Michelson Dr													
Base	101	305	25	154	747	478	146	259	56	138	792	197	3399
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	101	305	25	154	747	478	146	259	56	138	792	197	3399
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	957	157	3517
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	6	0	0	1	2	0	0	0	0	8	0	17
Total	401	1494	0	0	236	145	0	0	0	136	965	157	3534

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#35 Birch St/Bristol St N													
Base	93	858	0	0	132	102	0	0	0	392	1071	222	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	6	8	0	0	26	0	0	0	0	50	1	0	91
Total	99	866	0	0	158	102	0	0	0	442	1072	222	2961
#36 Campus Dr/Bristol St													
Base	0	916	187	99	274	0	1065	1468	420	0	0	0	4428
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	4	0	0	1	0	3	26	0	0	0	0	34
Total	0	920	187	99	275	0	1068	1494	420	0	0	0	4462
#37 Birch St/Bristol St S													
Base	0	269	253	178	345	0	673	967	144	0	0	0	2829
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	14	14	0	76	0	0	2	25	0	0	0	131
Total	0	283	267	178	421	0	673	969	169	0	0	0	2960
#38 Bayview Pl/Bristol St													
Base	0	0	81	0	0	0	0	2406	266	0	0	0	2753
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	0	2	0	0	0	0	50	1	0	0	0	53
Total	0	0	83	0	0	0	0	2456	267	0	0	0	2806
#39 Irvine Avenue / Mesa Drive													
Base	68	978	328	9	481	33	86	143	94	166	34	7	2427
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	2	26	0	0	0	0	0	1	6	0	0	35
Total	68	980	354	9	481	33	86	143	95	172	34	7	2462
#40 University Dr/Campus Dr													
Base	93	568	324	109	1726	212	198	384	16	37	437	249	4352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	93	568	324	109	1726	212	198	384	16	37	437	249	4352
#41 Mesa Rd/University Dr													
Base	35	0	70	0	0	0	0	944	108	154	1785	0	3095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	0	70	0	0	0	0	944	108	154	1785	0	3095
#42 California Ave/University Dr													
Base	40	0	86	0	0	0	0	1054	314	742	1121	0	3357
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	0	86	0	0	0	0	1054	314	742	1121	0	3357

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#43 Birch Dwy													
Base	1	0	14	0	0	0	0	80	21	46	333	0	495
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	14	0	0	0	0	80	21	46	333	0	495
#238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]													
Base	23	1637	0	0	1534	20	3	0	6	0	0	0	3223
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	1637	0	0	1534	20	3	0	6	0	0	0	3223

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Main St	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
# 4 MacArthur Blvd/Michelson Dr	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000 V/C
# 5 MacArthur Blvd/Campus Dr	B	xxxxx	0.620	B	xxxxx	0.623	+ 0.003 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.357	A	xxxxx	0.365	+ 0.008 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.569	A	xxxxx	0.575	+ 0.006 V/C
# 8 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.634	B	xxxxx	0.646	+ 0.012 V/C
# 9 MacArthur Blvd/Fairchild Rd	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 11 MacArthur Blvd SB/University D	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000 V/C
# 12 Von Karman Ave/Main St	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 13 Von Karman Ave/Michelson Dr	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 14 Von Karman Ave/Dupont Dr	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 15 Von Karman Ave/Campus Dr	B	xxxxx	0.677	B	xxxxx	0.679	+ 0.001 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.289	A	xxxxx	0.289	+ 0.000 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.1	0.045	+ 0.000 D/V
# 19 Jamboree Rd/Main St	E	xxxxx	0.906	E	xxxxx	0.906	+ 0.000 V/C
# 20 Jamboree Rd/I-405 NB Ramps	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
# 21 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.023	F	xxxxx	1.023	+ 0.000 V/C
# 22 Jamboree Rd/Michelson Dr	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 23 Jamboree Rd/Dupont Dr	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Jamboree Rd/Campus Dr	C	xxxxx	0.754	C	xxxxx	0.770	+ 0.015 V/C
# 25 Jamboree Rd/Birch St	A	xxxxx	0.570	A	xxxxx	0.585	+ 0.015 V/C
# 26 Jamboree Rd/Fairchild Rd	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.314	A	xxxxx	0.339	+ 0.025 V/C
# 28 Jamboree Rd./Bristol St	A	xxxxx	0.457	A	xxxxx	0.515	+ 0.058 V/C
# 29 Jamboree Rd/Bayview Wy	A	xxxxx	0.368	A	xxxxx	0.373	+ 0.005 V/C
# 30 Jamboree Rd/University Dr	A	xxxxx	0.577	B	xxxxx	0.615	+ 0.038 V/C
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	A	xxxxx	0.484	A	xxxxx	0.487	+ 0.002 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.538	A	xxxxx	0.540	+ 0.003 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.595	B	xxxxx	0.600	+ 0.005 V/C
# 37 Birch St/Bristol St S	A	xxxxx	0.393	A	xxxxx	0.398	+ 0.005 V/C
# 38 Bayview Pl/Bristol St	A	xxxxx	0.401	A	xxxxx	0.410	+ 0.008 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.336	A	xxxxx	0.355	+ 0.018 V/C
# 40 University Dr/Campus Dr	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 42 California Ave/University Dr	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 43 Birch Dwy	A	8.8	0.031	A	8.8	0.031	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	E	39.5	0.071	E	39.5	0.071	+ 0.000 D/V

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	2	2 0	4 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	882	917	1306	374	517	100	83	550	288	265	597	220
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	922	959	1366	391	541	105	87	575	301	277	624	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	922	959	1366	391	541	105	87	575	301	277	624	230
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	922	959	0	391	541	105	87	575	301	277	624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	922	959	0	391	541	105	87	575	301	277	624	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	922	959	0	391	541	105	87	575	301	277	624	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.27	0.14	0.00	0.12	0.08	0.06	0.05	0.11	0.18	0.08	0.12	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	2391	316	194	1018	0	0	0	0	922	0	649
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2500	330	203	1065	0	0	0	0	964	0	679
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2500	330	203	1065	0	0	0	0	964	0	679
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2500	330	203	1065	0	0	0	0	964	0	679
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2500	330	203	1065	0	0	0	0	964	0	679
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2500	330	203	1065	0	0	0	0	964	0	679
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.10	0.06	0.16	0.00	0.00	0.00	0.00	0.28	0.00	0.20
Crit Moves:		****		****						****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	MacArthur Boulevard									I-405 SB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 4	0 1	0	0 0	0 0	2	0 1	0 1
Volume Module:												
Base Vol:	0	1528	389	177	1217	520	0	0	0	964	288	1148
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1598	407	185	1273	544	0	0	0	1008	301	1200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1598	407	185	1273	544	0	0	0	1008	301	1200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1598	407	185	1273	544	0	0	0	1008	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1598	407	185	1273	544	0	0	0	1008	301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1598	407	185	1273	544	0	0	0	1008	301	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.24	0.05	0.19	0.32	0.00	0.00	0.00	0.30	0.18	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****					****				****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	MacArthur Boulevard						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 3	1 0	2	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	226	1329	238	346	1852	0	293	156	45	123	124	307
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	236	1390	249	362	1937	0	306	163	47	129	130	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1390	249	362	1937	0	306	163	47	129	130	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1390	249	362	1937	0	306	163	47	129	130	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1390	249	362	1937	0	306	163	47	129	130	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1390	249	362	1937	0	306	163	47	129	130	321
OvlAdjVol:												140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	0	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.15	0.11	0.28	0.00	0.09	0.10	0.03	0.04	0.08	0.19
OvlAdjV/S:												0.08
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	80	1119	116	269	983	285	400	786	100	97	535	171
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	84	1170	121	281	1028	298	418	822	105	101	559	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	21	0	0	50	0	0	1	0	0	0	0
Initial Fut:	84	1191	121	281	1078	298	418	823	105	101	559	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	84	1191	121	281	1078	298	418	823	105	101	559	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1191	121	281	1078	298	418	823	105	101	559	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	84	1191	121	281	1078	298	418	823	105	101	559	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.07	0.17	0.16	0.18	0.12	0.16	0.06	0.03	0.11	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	33	687	86	90	606	201	113	256	57	26	137	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	737	92	96	650	215	113	256	57	26	137	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	1	17	0	0	41	13	3	3	0	0	13	0
Initial Fut:	36	754	92	96	691	228	116	259	57	26	150	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	754	92	96	691	228	116	259	57	26	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	754	92	96	691	228	116	259	57	26	150	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	754	92	96	691	228	116	259	57	26	150	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.01	0.99	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4809	1591	1600	2570	630	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.06	0.14	0.14	0.07	0.10	0.09	0.02	0.05	0.00
Crit Moves:		****		****				****			****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	98	726	674	40	275	153	25	88	21	83	120	11
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	778	723	43	295	164	25	88	21	83	120	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	33	1	6	46	0	0	0	0	1	2	0
Initial Fut:	105	811	724	49	341	164	25	88	21	84	122	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:	105	811	724	49	341	164	25	88	0	84	122	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	811	724	49	341	164	25	88	0	84	122	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
FinalVolume:	105	811	724	49	341	164	25	88	0	84	122	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.45	0.03	0.07	0.10	0.02	0.03	0.00	0.03	0.08	0.01
Crit Moves:			****	****			****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	153	1284	465	72	318	128	374	931	161	344	644	180
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:	164	1377	499	77	341	137	401	998	173	369	690	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	1	18	1	3	38	12	16	37	0	0	66	8
Initial Fut:	165	1395	500	80	379	149	417	1035	173	369	756	201
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1395	500	80	379	0	417	1035	173	369	756	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1395	500	80	379	0	417	1035	173	369	756	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1395	500	80	379	0	417	1035	173	369	756	201
OvlAdjVol:			315									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.31	0.03	0.08	0.00	0.13	0.22	0.11	0.12	0.16	0.13
OvlAdjV/S:			0.20									
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	MacArthur Boulevard						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	2489	547	283	800	0	0	0	0	30	0	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2603	572	296	837	0	0	0	0	31	0	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2603	572	296	837	0	0	0	0	31	0	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:	0	2603	572	296	837	0	0	0	0	31	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2603	572	296	837	0	0	0	0	31	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2603	572	296	837	0	0	0	0	31	0	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	2.46	0.54	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4181	919	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.62	0.17	0.16	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:		****		****						****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #10 MacArthur Blvd NB/Univeristy Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0 1	0	0	0 0 0	0	0	3 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	52	0	239	0	0	0	0	1061	102	328	808	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	54	0	250	0	0	0	0	1109	107	343	845	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:	54	0	250	0	0	0	0	1109	107	343	845	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:	54	0	250	0	0	0	0	1109	107	343	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	250	0	0	0	0	1109	107	343	845	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	0	250	0	0	0	0	1109	107	343	845	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.22	0.06	0.10	0.25	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0 1	0	0	0 0 0	0	0	2 1 0	2	0	3 0 0
Volume Module:												
Base Vol:	0	0	42	0	0	0	0	1172	50	305	441	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	42	0	0	0	0	1172	50	305	441	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	42	0	0	0	0	1172	50	305	441	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	42	0	0	0	0	1172	50	305	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1172	50	305	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	42	0	0	0	0	1172	50	305	441	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4604	196	3200	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.25	0.25	0.10	0.09	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Street Name:	Von Karman Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	138	413	89	91	1146	302	298	501	272	346	1183	130
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	144	432	93	95	1198	316	312	524	284	362	1237	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	432	93	95	1198	316	312	524	284	362	1237	136
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:	144	432	93	95	1198	316	312	524	0	362	1237	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	432	93	95	1198	316	312	524	0	362	1237	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	144	432	93	95	1198	316	312	524	0	362	1237	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	3400	3400	1700	1700	3400	1700	3400	5100	1700	3400	4595	505
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.06	0.35	0.19	0.09	0.10	0.00	0.11	0.27	0.27
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	53	905	73	167	683	140	169	181	41	207	527	457
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	55	946	76	175	714	146	177	189	43	216	551	478
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	946	76	175	714	146	177	189	43	216	551	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	946	76	175	714	146	177	189	43	216	551	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	946	76	175	714	146	177	189	43	216	551	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	946	76	175	714	146	177	189	43	216	551	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2822	578	1700	2772	628	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.04	0.10	0.25	0.25	0.10	0.07	0.07	0.13	0.16	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Von Karman Avenue						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	94	1001	40	78	728	39	4	73	53	89	147	85
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	98	1047	42	82	761	41	4	76	55	93	154	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1047	42	82	761	41	4	76	55	93	154	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:	98	1047	42	82	761	41	4	76	55	93	154	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1047	42	82	761	41	4	76	55	93	154	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
FinalVolume:	98	1047	42	82	761	41	4	76	55	93	154	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.16	0.84	1.00	1.27	0.73
Final Sat.:	1700	3269	131	1700	3400	1700	1700	1970	1430	1700	2154	1246
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.05	0.22	0.02	0.00	0.04	0.04	0.05	0.07	0.07
Crit Moves:		****			****				****			

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	19	742	62	55	475	120	280	452	42	103	510	118
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	20	776	65	58	497	125	293	473	44	108	533	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	1	2	0	2	0	0	0	0	0	3	0
Initial Fut:	20	777	67	58	499	125	293	473	44	108	536	123
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	777	0	58	499	125	293	473	44	108	536	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	777	0	58	499	125	293	473	44	108	536	123
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	777	0	58	499	125	293	473	44	108	536	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00	1.63	0.37
Final Sat.:	1700	3400	1700	1700	2716	684	1700	3400	1700	1700	2764	636
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.00	0.03	0.18	0.18	0.17	0.14	0.03	0.06	0.19	0.19
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #16 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	19	491	41	47	305	120	95	179	28	39	151	19
Growth Adj:	1.00	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	491	41	47	305	120	95	179	28	39	151	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	491	41	47	305	120	95	179	28	39	151	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	491	41	47	305	120	95	179	28	39	151	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	491	41	47	305	120	95	179	28	39	151	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	491	41	47	305	120	95	179	28	39	151	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.03	0.03	0.10	0.08	0.06	0.06	0.02	0.02	0.05	0.01
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #17 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	8	59	23	25	133	82	105	362	43	64	580	206
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	8	62	24	26	139	86	110	379	45	67	607	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	62	24	26	139	86	110	379	45	67	607	215
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	62	24	26	139	86	110	379	0	67	607	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	62	24	26	139	86	110	379	0	67	607	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	8	62	24	26	139	86	110	379	0	67	607	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	1700	1700	1700	1700	1052	648	1700	3400	1700	1700	2509	891
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.01	0.02	0.13	0.13	0.06	0.11	0.00	0.04	0.24	0.24
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[12.1]

Street Name:	Teller Avenue						Birch Street					
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 1 0			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	2	1	5	21	9	18	29	101	16	45	249	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:	2	1	5	21	9	18	29	101	16	45	249	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	5	21	9	18	29	101	16	45	249	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:	2	1	5	21	9	18	29	101	16	45	249	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	5	21	9	18	29	101	16	45	249	26
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	386	532	59	461	527	138	275	xxxx	xxxxx	117	xxxx	xxxxx
Potent Cap.:	552	456	1002	488	459	892	1300	xxxx	xxxxx	1484	xxxx	xxxxx
Move Cap.:	511	432	1002	465	435	892	1300	xxxx	xxxxx	1484	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.02	0.02	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	713	xxxxx	456	xxxx	660	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	13.5	xxxx	10.7	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	B	*	*	*	A	*	*
ApproachDel:		10.1			12.1			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	E

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4	0 1	2 0	4	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	641	1647	194	446	2506	616	139	280	260	703	732	104
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	670	1722	203	466	2621	644	145	293	272	735	765	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	1722	203	466	2621	644	145	293	272	735	765	109
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	670	1722	0	466	2621	644	145	293	0	735	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	1722	0	466	2621	644	145	293	0	735	765	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	670	1722	0	466	2621	644	145	293	0	735	765	0
OvlAdjVol:						571						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.20	0.25	0.00	0.14	0.39	0.38	0.04	0.06	0.00	0.22	0.15	0.00
OvlAdjV/S:						0.34						
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	4	0	2	0	0	0	0	0	3	0	0	0	1
Volume Module:																				
Base Vol:	0	1771	610	0	1900	1700	0	0	0	1450	0	899
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1852	638	0	1987	1778	0	0	0	1516	0	940
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1852	638	0	1987	1778	0	0	0	1516	0	940
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1852	0	0	1987	0	0	0	0	1516	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1852	0	0	1987	0	0	0	0	1516	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1852	0	0	1987	0	0	0	0	1516	0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.36	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.30	0.00	0.00
Crit Moves:		****			****					****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	0	0	4	0	1	2	0	0	0	2	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1714	619	0	3024	294	689	0	1651	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1792	647	0	3162	307	720	0	1726	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1792	647	0	3162	307	720	0	1726	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1792	0	0	3162	0	720	0	1726	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1792	0	0	3162	0	720	0	1726	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1792	0	0	3162	0	720	0	1726	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6800	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.26	0.00	0.00	0.47	0.00	0.21	0.00	0.51	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	162	1464	184	595	2650	526	283	222	85	405	512	613
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	169	1531	192	622	2771	550	296	232	89	424	535	641
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1531	192	622	2771	550	296	232	89	424	535	641
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	169	1531	192	622	2771	0	296	232	89	424	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1531	192	622	2771	0	296	232	89	424	535	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	169	1531	192	622	2771	0	296	232	89	424	535	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.11	0.18	0.41	0.00	0.09	0.07	0.05	0.12	0.16	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	224	1543	11	48	2187	477	62	11	37	36	59	145
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	234	1614	12	50	2287	499	65	12	39	38	62	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1614	12	50	2287	499	65	12	39	38	62	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1614	12	50	2287	499	65	12	39	38	62	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1614	12	50	2287	499	65	12	39	38	62	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1614	12	50	2287	499	65	12	39	38	62	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.23	0.77	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	390	1310	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.01	0.03	0.45	0.29	0.02	0.03	0.03	0.02	0.04	0.09
Crit Moves:	****				****		****					****

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	180	1397	64	297	1787	148	152	278	41	542	452	201
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	188	1461	67	311	1869	155	159	291	43	567	473	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	32	0	0	74	0	0	2	1	1	3	0
Initial Fut:	188	1493	67	311	1943	155	159	293	44	568	476	210
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:	188	1493	67	311	1943	155	159	293	0	568	476	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1493	67	311	1943	155	159	293	0	568	476	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	188	1493	67	311	1943	155	159	293	0	568	476	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.83	0.17	2.00	2.78	0.22	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6508	292	3400	4724	376	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.09	0.41	0.41	0.05	0.09	0.00	0.17	0.14	0.12
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	153	1526	1	5	1874	497	134	2	26	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	160	1596	1	5	1960	520	140	2	27	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	33	0	0	74	1	0	0	0	0	0	0
Initial Fut:	160	1629	1	5	2034	521	140	2	27	0	0	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	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	1.00
PHF Volume:	160	1629	1	5	2034	0	140	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1629	1	5	2034	0	140	2	0	0	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	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	1.00
FinalVolume:	160	1629	1	5	2034	0	140	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1700	5097	3	1700	5100	1700	3350	50	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.00	0.40	0.00	0.04	0.04	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	8	1639	37	313	1896	10	23	0	27	7	2	298
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	8	1714	39	327	1983	10	24	0	28	7	2	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1714	39	327	1983	10	24	0	28	7	2	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1714	39	327	1983	10	24	0	28	7	2	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1714	39	327	1983	10	24	0	28	7	2	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1714	39	327	1983	10	24	0	28	7	2	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.93	0.07	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4987	113	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.10	0.29	0.01	0.01	0.00	0.02	0.00	0.00	0.18
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	510	717	554	0	629	227	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	769	594	0	674	243	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	29	48	21	0	89	13	0	0	0	0	0	0
Initial Fut:	576	817	615	0	763	256	0	0	0	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:	576	817	615	0	763	256	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	817	615	0	763	256	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	576	817	615	0	763	256	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.71	1.29	0.00	2.99	1.01	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2738	2062	0	4791	1609	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.30	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1203	28	0	698	0	656	255	998	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	116	0	0	90	0	5	4	111	0	0	0
Initial Fut:	0	1319	28	0	788	0	661	259	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1319	28	0	788	0	661	259	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1319	28	0	788	0	661	259	1109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1319	28	0	788	0	661	259	1109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7834	166	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.00	0.16	0.00	0.21	0.16	0.35	0.00	0.00	0.00
Crit Moves:		****		****					****			

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	13	1446	33	85	1543	26	123	0	42	20	0	39
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1550	35	91	1654	28	123	0	42	20	0	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	6	30	0	0	76	14	1	0	1	0	0	0
Initial Fut:	20	1580	35	91	1730	42	124	0	43	20	0	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:	20	1580	35	91	1730	42	124	0	43	20	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1580	35	91	1730	42	124	0	43	20	0	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
FinalVolume:	20	1580	35	91	1730	42	124	0	43	20	0	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6260	140	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.06	0.27	0.03	0.04	0.00	0.03	0.01	0.00	0.02
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #30 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	90	1217	181	63	1192	256	413	105	35	284	134	167
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1305	194	68	1278	274	413	105	35	284	134	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	93	5	0	178	0	0	1	0	1	1	4
Initial Fut:	96	1398	199	68	1456	274	413	106	35	285	135	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	96	1398	199	68	1456	274	413	106	35	285	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1398	199	68	1456	274	413	106	35	285	135	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	96	1398	199	68	1456	274	413	106	35	285	135	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2546	654	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.12	0.02	0.30	0.17	0.16	0.16	0.02	0.09	0.08	0.00
Crit Moves:	****				****		****			****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Carlson Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 1	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	454	122	144	27	26	227	441	518	69	195	899	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	475	128	151	28	27	237	461	542	72	204	940	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	475	128	151	28	27	237	461	542	72	204	940	91
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	475	128	151	28	27	0	461	542	72	204	940	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	128	151	28	27	0	461	542	72	204	940	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	475	128	151	28	27	0	461	542	72	204	940	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	3400	1700	1700	3400	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.09	0.01	0.02	0.00	0.14	0.16	0.04	0.12	0.28	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Carlson Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	146	2	364	113	474	0	0	856	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	153	2	381	118	496	0	0	895	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	153	2	381	118	496	0	0	895	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	153	2	381	118	496	0	0	895	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	153	2	381	118	496	0	0	895	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	153	2	381	118	496	0	0	895	91
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	0.57	0.43	1.00	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	970	730	1700	1700	1700	0	0	3086	314
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.22	0.07	0.29	0.00	0.00	0.29	0.29
Crit Moves:						****	****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Harvard Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	2	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	97	292	24	147	714	457	140	248	54	132	757	188
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	101	305	25	154	747	478	146	259	56	138	792	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	305	25	154	747	478	146	259	56	138	792	197
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:	101	305	25	154	747	478	146	259	0	138	792	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	305	25	154	747	478	146	259	0	138	792	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	101	305	25	154	747	478	146	259	0	138	792	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1700	3142	258	1700	3400	1700	3400	3400	1700	1700	2724	676
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.09	0.22	0.28	0.04	0.08	0.00	0.08	0.29	0.29
Crit Moves:	****					****	****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	4	0	2	0	0	0	0	0	1	0	3	1	0
Volume Module:												
Base Vol:	401	1488	0	0	235	143	0	0	0	136	957	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:	401	1488	0	0	235	143	0	0	0	136	957	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	6	0	0	1	2	0	0	0	0	8	0
Initial Fut:	401	1494	0	0	236	145	0	0	0	136	965	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:	401	1494	0	0	236	145	0	0	0	136	965	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1494	0	0	236	145	0	0	0	136	965	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
FinalVolume:	401	1494	0	0	236	145	0	0	0	136	965	157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.44	0.56
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5504	896
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.09	0.18	0.18
Crit Moves:		****		****							****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #35 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	93	858	0	0	132	102	0	0	0	392	1071	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	858	0	0	132	102	0	0	0	392	1071	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	6	8	0	0	26	0	0	0	0	50	1	0
Initial Fut:	99	866	0	0	158	102	0	0	0	442	1072	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	866	0	0	158	102	0	0	0	442	1072	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	866	0	0	158	102	0	0	0	442	1072	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	866	0	0	158	102	0	0	0	442	1072	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.17	3.32	0.51
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1868	5308	823
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.00	0.00	0.05	0.03	0.00	0.00	0.00	0.24	0.20	0.27
Crit Moves:		****		****								****

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #36 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0 0
Volume Module:												
Base Vol:	0	854	174	99	274	0	1065	1468	420	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	916	187	99	274	0	1065	1468	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	4	0	0	1	0	3	26	0	0	0	0
Initial Fut:	0	920	187	99	275	0	1068	1494	420	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	920	187	99	275	0	1068	1494	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	920	187	99	275	0	1068	1494	420	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	920	187	99	275	0	1068	1494	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.16	0.84	1.00	3.00	0.00	1.67	2.33	2.00	0.00	0.00	0.00
Final Sat.:	0	6651	1349	1600	4800	0	2668	3732	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.06	0.06	0.00	0.40	0.40	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #37 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1	1	2	0 2	0 0	1	1 2	1 0	0	0 0 0 0
Volume Module:												
Base Vol:	0	269	253	178	345	0	673	967	144	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	269	253	178	345	0	673	967	144	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	14	14	0	76	0	0	2	25	0	0	0
Initial Fut:	0	283	267	178	421	0	673	969	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	283	267	178	421	0	673	969	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	267	178	421	0	673	969	169	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	283	267	178	421	0	673	969	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.06	1.94	2.00	2.00	0.00	1.64	2.91	0.45	0.00	0.00	0.00
Final Sat.:	0	3293	3107	3200	3200	0	2623	4664	713	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.06	0.13	0.00	0.26	0.21	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	4	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	81	0	0	0	0	2406	266	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	0	81	0	0	0	0	2406	266	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	2	0	0	0	0	50	1	0	0	0
Initial Fut:	0	0	83	0	0	0	0	2456	267	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	83	0	0	0	0	2456	267	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	83	0	0	0	0	2456	267	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	83	0	0	0	0	2456	267	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.17	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	63	912	306	8	449	31	86	143	94	166	34	7
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	978	328	9	481	33	86	143	94	166	34	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	2	26	0	0	0	0	0	1	6	0	0
Initial Fut:	68	980	354	9	481	33	86	143	95	172	34	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	980	354	9	481	33	86	143	95	172	34	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	980	354	9	481	33	86	143	95	172	34	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	980	354	9	481	33	86	143	95	172	34	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.20	0.80	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1923	1277	3200	1327	273
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.22	0.01	0.10	0.02	0.05	0.07	0.07	0.05	0.03	0.03
Crit Moves:			****	****				****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	D

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	89	543	310	104	1651	203	189	367	15	35	418	238
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	93	568	324	109	1726	212	198	384	16	37	437	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	568	324	109	1726	212	198	384	16	37	437	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	568	324	109	1726	212	198	384	16	37	437	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	568	324	109	1726	212	198	384	16	37	437	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	568	324	109	1726	212	198	384	16	37	437	249
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
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.:	1785	3570	1785	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.18	0.06	0.48	0.12	0.11	0.11	0.01	0.02	0.12	0.14
Crit Moves:	****				****		****					****

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Mesa Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	33	0	67	0	0	0	0	903	103	147	1707	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	35	0	70	0	0	0	0	944	108	154	1785	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:	35	0	70	0	0	0	0	944	108	154	1785	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	70	0	0	0	0	944	108	154	1785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	70	0	0	0	0	944	108	154	1785	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	70	0	0	0	0	944	108	154	1785	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.28	0.06	0.09	0.53	0.00
Crit Moves:			****				****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #42 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	California Avenue						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0	0	0	2	0	1	2	0	2	0	0
Volume Module:																
Base Vol:	38	0	82	0	0	0	0	1008	300	710	1072	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	40	0	86	0	0	0	0	1054	314	742	1121	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:	40	0	86	0	0	0	0	1054	314	742	1121	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	86	0	0	0	0	1054	314	742	1121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	86	0	0	0	0	1054	314	742	1121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	86	0	0	0	0	1054	314	742	1121	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	3400	1700	3400	3400	0
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.18	0.22	0.33	0.00
Crit Moves:			****					****			****	

Uptown Newport
Year 2018 without Project - TPO Analysis
AM Peak Hour

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[8.8]

Street Name:	Driveway									Birch St					
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:	1	0	14	0	0	0	0	80	21	46	333	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:	1	0	14	0	0	0	0	80	21	46	333	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:	1	0	14	0	0	0	0	80	21	46	333	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:	1	0	14	0	0	0	0	80	21	46	333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	14	0	0	0	0	80	21	46	333	0
Critical Gap Module:																				
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																				
Cnflict Vol:	349	516	51	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	101	xxxx	xxxxx
Potent Cap.:	627	466	1013	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx
Move Cap.:	613	452	1013	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1504	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	971	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Scenario Report

Scenario:	TPO 2018 - w/o Uptown PM ICU
Command:	TPO 2018 - w/o Uptown PM ICU
Volume:	2018 Ex+Commit PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Turning Movement Report
None

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	715	1202	520	281	1077	105	94	725	666	610	696	598	7289
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	715	1202	520	281	1077	105	94	725	666	610	696	598	7289
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2055	1006	594	1730	0	0	0	0	623	0	298	6306
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2055	1006	594	1730	0	0	0	0	623	0	298	6306
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2375	703	617	1408	397	0	0	0	697	294	672	7163
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2375	703	617	1408	397	0	0	0	697	294	672	7163
#4 MacArthur Blvd/Michelson Dr													
Base	134	1605	108	830	1805	0	471	203	102	487	96	821	6662
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	1605	108	830	1805	0	471	203	102	487	96	821	6662
#5 MacArthur Blvd/Campus Dr													
Base	119	1066	85	221	1143	735	368	688	110	128	1143	167	5972
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	58	0	0	27	1	0	0	0	0	0	1	87
Total	119	1124	85	221	1170	736	368	688	110	128	1143	168	6059
#6 MacArthur Blvd/Birch St													
Base	120	722	27	46	916	184	274	197	58	99	391	129	3162
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	40	0	0	21	8	18	18	0	0	8	0	113
Total	120	762	27	46	937	192	292	215	58	99	399	129	3275
#7 MacArthur Blvd/Von Karman Ave													
Base	40	588	135	29	850	77	111	173	152	617	88	63	2923
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	46	2	7	34	0	0	0	0	0	1	0	90
Total	40	634	137	36	884	77	111	173	152	617	89	63	3013
#8 MacArthur Blvd/Jamboree Rd													
Base	264	457	393	165	1054	322	208	1037	27	650	992	167	5735
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	6	42	1	4	21	11	11	70	0	1	49	3	219
Total	270	499	394	169	1075	333	219	1107	27	651	1041	170	5954

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	1314	108	39	1854	0	0	0	0	436	0	191	3942
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1314	108	39	1854	0	0	0	0	436	0	191	3942
#10 MacArthur Blvd NB/Univeristy Dr													
Base	26	0	328	0	0	0	0	941	90	655	782	0	2822
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	0	328	0	0	0	0	941	90	655	782	0	2822
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	100	0	0	0	0	773	36	298	430	0	1645
#12 Von Karman Ave/Main St													
Base	326	1143	289	175	648	203	590	1734	177	128	727	109	6247
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	326	1143	289	175	648	203	590	1734	177	128	727	109	6247
#13 Von Karman Ave/Michelson Dr													
Base	70	1023	110	281	1417	204	218	550	100	187	709	370	5239
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1023	110	281	1417	204	218	550	100	187	709	370	5239
#14 Von Karman Ave/Dupont Dr													
Base	62	1055	94	89	1360	37	21	173	153	66	205	138	3452
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	1055	94	89	1360	37	21	173	153	66	205	138	3452
#15 Von Karman Ave/Campus Dr													
Base	88	578	183	234	1029	298	230	660	64	120	848	79	4412
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	3	3	0	1	0	0	0	0	0	2	0	9
Total	88	581	186	234	1030	298	230	660	64	120	850	79	4421
#16 Von Karman Ave/Birch St													
Base	44	428	58	18	602	123	106	189	19	10	217	41	1855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	428	58	18	602	123	106	189	19	10	217	41	1855
#17 Teller Ave/Campus Dr													
Base	42	119	69	138	130	152	71	912	28	52	455	82	2249
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	119	69	138	130	152	71	912	28	52	455	82	2249

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	20	43	32	2	46	43	258	7	4	143	8	622
#19 Jamboree Rd/Main St													
Base	585	2809	510	341	2407	208	497	1251	782	595	377	314	10676
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	585	2809	510	341	2407	208	497	1251	782	595	377	314	10676
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	3671	962	0	2683	1192	0	0	0	768	0	239	9516
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3671	962	0	2683	1192	0	0	0	768	0	239	9516
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	3005	1119	0	2997	669	1543	0	1060	0	0	0	10394
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3005	1119	0	2997	669	1543	0	1060	0	0	0	10394
#22 Jamboree Rd/Michelson Dr													
Base	71	2504	581	1158	2115	451	1101	394	178	321	273	724	9871
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	2504	581	1158	2115	451	1101	394	178	321	273	724	9871
#23 Jamboree Rd/Dupont Dr													
Base	96	2479	30	190	2161	219	368	62	281	30	21	54	5993
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	2479	30	190	2161	219	368	62	281	30	21	54	5993
#24 Jamboree Rd/Campus Dr													
Base	117	2019	459	386	1841	193	411	567	268	160	389	268	7078
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	72	1	0	44	0	0	3	0	1	2	0	123
Total	117	2091	460	386	1885	193	411	570	268	161	391	268	7201
#25 Jamboree Rd/Birch St													
Base	148	1970	1	1	2004	207	456	0	161	0	0	0	4948
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	72	0	0	44	0	0	0	1	0	0	0	117
Total	148	2042	1	1	2048	207	456	0	162	0	0	0	5065
#26 Jamboree Rd/Fairchild Rd													
Base	18	1970	27	294	1981	3	68	26	106	20	10	299	4822
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	1970	27	294	1981	3	68	26	106	20	10	299	4822

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	877	1009	896	0	878	537	0	0	0	0	0	0	4197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	22	106	57	0	61	8	0	0	0	0	0	0	254
Total	899	1115	953	0	939	545	0	0	0	0	0	0	4451
#28 Jamboree Rd./Bristol St													
Base	0	1947	114	0	961	0	772	502	897	0	0	0	5192
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	179	0	0	61	0	37	24	117	0	0	0	418
Total	0	2126	114	0	1022	0	809	526	1014	0	0	0	5610
#29 Jamboree Rd/Bayview Wy													
Base	51	1771	36	88	1821	62	54	0	27	39	0	86	4037
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	2	83	0	0	39	3	4	0	10	0	0	0	141
Total	53	1854	36	88	1860	65	58	0	37	39	0	86	4178
#30 Jamboree Rd/University Dr													
Base	40	1536	257	161	1493	380	216	86	12	252	142	88	4663
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	184	8	4	143	0	0	0	0	9	0	2	350
Total	40	1720	265	165	1636	380	216	86	12	261	142	90	5013
#31 Carlson Ave/Michelson Dr													
Base	94	82	357	145	145	473	547	1191	405	287	740	156	4621
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	94	82	357	145	145	473	547	1191	405	287	740	156	4621
#32 Carlson Ave/Campus Dr													
Base	0	0	0	190	0	186	354	1106	0	0	650	127	2614
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	190	0	186	354	1106	0	0	650	127	2614
#33 Harvard Ave/Michelson Dr													
Base	78	936	104	362	597	285	461	999	131	88	410	192	4643
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	936	104	362	597	285	461	999	131	88	410	192	4643
#34 Campus Dr/Bristol St N													
Base	478	651	0	0	799	763	0	0	0	235	1956	106	4988
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	2	0	0	2	3	0	0	0	2	39	0	48
Total	478	653	0	0	801	766	0	0	0	237	1995	106	5036

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#35 Birch St/Bristol St N													
Base	156	285	0	0	437	653	0	0	0	417	1475	137	3560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	37	38	0	0	17	0	0	0	0	31	4	0	127
Total	193	323	0	0	454	653	0	0	0	448	1479	137	3687
#36 Campus Dr/Bristol St													
Base	0	708	247	202	837	0	421	900	538	0	0	0	3852
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	2	0	0	3	0	2	17	1	0	0	0	25
Total	0	710	247	202	840	0	423	917	539	0	0	0	3877
#37 Birch St/Bristol St S													
Base	0	230	242	287	567	0	227	996	124	0	0	0	2673
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	74	77	0	48	0	0	7	15	0	0	0	221
Total	0	304	319	287	615	0	227	1003	139	0	0	0	2894
#38 Bayview Pl/Bristol St													
Base	0	0	250	0	0	0	0	2614	101	0	0	0	2965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	0	23	0	0	0	0	26	0	0	0	0	49
Total	0	0	273	0	0	0	0	2640	101	0	0	0	3014
#39 Irvine Avenue / Mesa Drive													
Base	49	603	153	6	1243	177	26	53	106	494	170	16	3096
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Commit	0	1	16	0	2	0	0	0	0	37	0	0	56
Total	49	604	169	6	1245	177	26	53	106	531	170	16	3152
#40 University Dr/Campus Dr													
Base	192	1540	370	78	931	78	384	608	117	249	556	115	5219
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	192	1540	370	78	931	78	384	608	117	249	556	115	5219
#41 Mesa Rd/University Dr													
Base	152	0	204	0	0	0	0	2044	60	139	1093	0	3691
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	152	0	204	0	0	0	0	2044	60	139	1093	0	3691
#42 California Ave/University Dr													
Base	242	0	806	0	0	0	0	1251	59	89	1193	0	3639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	242	0	806	0	0	0	0	1251	59	89	1193	0	3639

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#43 Birch Dwy													
Base	58	0	46	0	0	0	0	310	25	19	80	0	538
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	58	0	46	0	0	0	0	310	25	19	80	0	538
#238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]													
Base	42	1730	0	0	1925	12	15	0	46	0	0	0	3770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	1730	0	0	1925	12	15	0	46	0	0	0	3770

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Main St	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000 V/C
# 4 MacArthur Blvd/Michelson Dr	E	xxxxx	0.907	E	xxxxx	0.907	+ 0.000 V/C
# 5 MacArthur Blvd/Campus Dr	D	xxxxx	0.885	D	xxxxx	0.886	+ 0.001 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.479	A	xxxxx	0.494	+ 0.015 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.449	A	xxxxx	0.456	+ 0.007 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	xxxxx	0.721	C	xxxxx	0.742	+ 0.021 V/C
# 9 MacArthur Blvd/Fairchild Rd	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
# 11 MacArthur Blvd SB/University D	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000 V/C
# 12 Von Karman Ave/Main St	D	xxxxx	0.866	D	xxxxx	0.866	+ 0.000 V/C
# 13 Von Karman Ave/Michelson Dr	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000 V/C
# 14 Von Karman Ave/Dupont Dr	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
# 15 Von Karman Ave/Campus Dr	E	xxxxx	0.900	E	xxxxx	0.901	+ 0.001 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 18 Teller Ave/Birch St	B	11.5	0.064	B	11.5	0.064	+ 0.000 D/V
# 19 Jamboree Rd/Main St	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
# 20 Jamboree Rd/I-405 NB Ramps	E	xxxxx	0.920	E	xxxxx	0.920	+ 0.000 V/C
# 21 Jamboree Rd/I-405 SB Ramps	E	xxxxx	0.945	E	xxxxx	0.945	+ 0.000 V/C
# 22 Jamboree Rd/Michelson Dr	F	xxxxx	1.163	F	xxxxx	1.163	+ 0.000 V/C
# 23 Jamboree Rd/Dupont Dr	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Jamboree Rd/Campus Dr	D	xxxxx	0.806	D	xxxxx	0.817	+ 0.011 V/C
# 25 Jamboree Rd/Birch St	B	xxxxx	0.664	B	xxxxx	0.673	+ 0.009 V/C
# 26 Jamboree Rd/Fairchild Rd	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.495	A	xxxxx	0.513	+ 0.018 V/C
# 28 Jamboree Rd./Bristol St	A	xxxxx	0.538	A	xxxxx	0.597	+ 0.059 V/C
# 29 Jamboree Rd/Bayview Wy	A	xxxxx	0.408	A	xxxxx	0.422	+ 0.014 V/C
# 30 Jamboree Rd/University Dr	A	xxxxx	0.547	A	xxxxx	0.588	+ 0.041 V/C
# 31 Carlson Ave/Michelson Dr	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	C	xxxxx	0.710	C	xxxxx	0.717	+ 0.007 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.555	A	xxxxx	0.570	+ 0.015 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.487	A	xxxxx	0.490	+ 0.003 V/C
# 37 Birch St/Bristol St S	A	xxxxx	0.411	A	xxxxx	0.423	+ 0.012 V/C
# 38 Bayview Pl/Bristol St	A	xxxxx	0.487	A	xxxxx	0.498	+ 0.011 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.510	A	xxxxx	0.522	+ 0.012 V/C
# 40 University Dr/Campus Dr	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
# 41 Mesa Rd/University Dr	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000 V/C
# 42 California Ave/University Dr	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 43 Birch Dwy	B	11.3	0.101	B	11.3	0.101	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	F	109.9	0.787	F	109.9	0.787	+ 0.000 D/V

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	2	2 0	4 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	684	1149	497	269	1030	100	90	693	637	583	666	572
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	715	1202	520	281	1077	105	94	725	666	610	696	598
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	715	1202	520	281	1077	105	94	725	666	610	696	598
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	715	1202	0	281	1077	105	94	725	666	610	696	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	1202	0	281	1077	105	94	725	666	610	696	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	715	1202	0	281	1077	105	94	725	666	610	696	0
OvlAdjVol:									308			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.00	0.08	0.16	0.06	0.06	0.14	0.39	0.18	0.14	0.00
OvlAdjV/S:									0.18			
Crit Moves:	****				****				****	****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	1965	962	568	1654	0	0	0	0	596	0	285
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2055	1006	594	1730	0	0	0	0	623	0	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2055	1006	594	1730	0	0	0	0	623	0	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2055	1006	594	1730	0	0	0	0	623	0	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2055	1006	594	1730	0	0	0	0	623	0	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2055	1006	594	1730	0	0	0	0	623	0	298
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.17	0.25	0.00	0.00	0.00	0.00	0.18	0.00	0.09
Crit Moves:		****		****						****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 4	0 1	0	0 0	0 0	2	0 1	0 1
Volume Module:												
Base Vol:	0	2271	672	590	1346	380	0	0	0	667	281	643
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2375	703	617	1408	397	0	0	0	697	294	672
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2375	703	617	1408	397	0	0	0	697	294	672
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2375	703	617	1408	397	0	0	0	697	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2375	703	617	1408	397	0	0	0	697	294	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2375	703	617	1408	397	0	0	0	697	294	0
OvlAdjVol:			354									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.41	0.18	0.21	0.23	0.00	0.00	0.00	0.21	0.17	0.00
OvlAdjV/S:			0.21									
Crit Moves:		****		****						****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	E

Street Name:	MacArthur Boulevard						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 3	1 0	2	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	128	1535	103	794	1726	0	450	194	98	466	92	785
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	134	1605	108	830	1805	0	471	203	102	487	96	821
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1605	108	830	1805	0	471	203	102	487	96	821
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1605	108	830	1805	0	471	203	102	487	96	821
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1605	108	830	1805	0	471	203	102	487	96	821
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1605	108	830	1805	0	471	203	102	487	96	821
OvlAdjVol:												406
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	0	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.06	0.24	0.27	0.00	0.14	0.12	0.06	0.14	0.06	0.48
OvlAdjV/S:												0.24
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	114	1019	81	211	1093	703	352	658	105	122	1093	160
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	119	1066	85	221	1143	735	368	688	110	128	1143	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	58	0	0	27	1	0	0	0	0	0	1
Initial Fut:	119	1124	85	221	1170	736	368	688	110	128	1143	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	119	1124	85	221	1170	736	368	688	110	128	1143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1124	85	221	1170	736	368	688	110	128	1143	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	119	1124	85	221	1170	736	368	688	110	128	1143	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.05	0.13	0.17	0.43	0.11	0.13	0.06	0.04	0.22	0.00
Crit Moves:	****					****	****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	112	673	25	43	854	172	274	197	58	99	391	129
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	722	27	46	916	184	274	197	58	99	391	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	40	0	0	21	8	18	18	0	0	8	0
Initial Fut:	120	762	27	46	937	192	292	215	58	99	399	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	120	762	27	46	937	192	292	215	58	99	399	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	762	27	46	937	192	292	215	58	99	399	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	120	762	27	46	937	192	292	215	58	99	399	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.32	0.68	1.55	1.14	0.31	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5309	1091	2486	1823	491	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.02	0.03	0.18	0.18	0.12	0.12	0.12	0.06	0.12	0.00
Crit Moves:	****				****				****		****	

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	37	548	126	27	793	72	111	173	152	617	88	63
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	588	135	29	850	77	111	173	152	617	88	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	46	2	7	34	0	0	0	0	0	1	0
Initial Fut:	40	634	137	36	884	77	111	173	152	617	89	63
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:	40	634	137	36	884	77	111	173	0	617	89	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	634	137	36	884	77	111	173	0	617	89	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	634	137	36	884	77	111	173	0	617	89	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.09	0.02	0.18	0.05	0.07	0.05	0.00	0.19	0.06	0.04
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	246	426	367	154	983	300	194	967	25	606	925	156
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:	264	457	393	165	1054	322	208	1037	27	650	992	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	6	42	1	4	21	11	11	70	0	1	49	3
Initial Fut:	270	499	394	169	1075	333	219	1107	27	651	1041	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	499	394	169	1075	0	219	1107	27	651	1041	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	499	394	169	1075	0	219	1107	27	651	1041	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	499	394	169	1075	0	219	1107	27	651	1041	170
OvlAdjVol:			69									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.25	0.05	0.22	0.00	0.07	0.23	0.02	0.20	0.22	0.11
OvlAdjV/S:			0.04									
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	MacArthur Boulevard						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1257	103	37	1773	0	0	0	0	417	0	183
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1314	108	39	1854	0	0	0	0	436	0	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1314	108	39	1854	0	0	0	0	436	0	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:	0	1314	108	39	1854	0	0	0	0	436	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1314	108	39	1854	0	0	0	0	436	0	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
FinalVolume:	0	1314	108	39	1854	0	0	0	0	436	0	191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4714	386	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.02	0.36	0.00	0.00	0.00	0.00	0.26	0.00	0.11
Crit Moves:	****				****					****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #10 MacArthur Blvd NB/Univeristy Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module:												
Base Vol:	25	0	314	0	0	0	0	900	86	626	748	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	26	0	328	0	0	0	0	941	90	655	782	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:	26	0	328	0	0	0	0	941	90	655	782	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	328	0	0	0	0	941	90	655	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	328	0	0	0	0	941	90	655	782	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	328	0	0	0	0	941	90	655	782	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.19	0.00	0.00	0.00	0.00	0.18	0.05	0.19	0.23	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:												
Base Vol:	8	0	100	0	0	0	0	773	36	298	430	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	100	0	0	0	0	773	36	298	430	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	100	0	0	0	0	773	36	298	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	100	0	0	0	0	773	36	298	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	100	0	0	0	0	773	36	298	430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	100	0	0	0	0	773	36	298	430	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4586	214	3200	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.17	0.17	0.09	0.09	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Von Karman Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	312	1093	276	167	620	194	564	1658	169	122	695	104
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	326	1143	289	175	648	203	590	1734	177	128	727	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1143	289	175	648	203	590	1734	177	128	727	109
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:	326	1143	289	175	648	203	590	1734	0	128	727	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1143	289	175	648	203	590	1734	0	128	727	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	326	1143	289	175	648	203	590	1734	0	128	727	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.61	0.39
Final Sat.:	3400	3400	1700	1700	3400	1700	3400	5100	1700	3400	4436	664
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.17	0.10	0.19	0.12	0.17	0.34	0.00	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	E

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	67	978	105	269	1355	195	208	526	96	179	678	354
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	70	1023	110	281	1417	204	218	550	100	187	709	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1023	110	281	1417	204	218	550	100	187	709	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	1023	110	281	1417	204	218	550	100	187	709	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1023	110	281	1417	204	218	550	100	187	709	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1023	110	281	1417	204	218	550	100	187	709	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2972	428	1700	2875	525	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.06	0.17	0.48	0.48	0.13	0.19	0.19	0.11	0.21	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Von Karman Avenue						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	59	1009	90	85	1301	35	20	165	146	63	196	132
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	62	1055	94	89	1360	37	21	173	153	66	205	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1055	94	89	1360	37	21	173	153	66	205	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1055	94	89	1360	37	21	173	153	66	205	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1055	94	89	1360	37	21	173	153	66	205	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1055	94	89	1360	37	21	173	153	66	205	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.06	0.94	1.00	1.20	0.80
Final Sat.:	1700	3122	278	1700	3400	1700	1700	1804	1596	1700	2032	1368
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.05	0.40	0.02	0.01	0.10	0.10	0.04	0.10	0.10
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	E

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	84	553	175	224	984	285	220	631	61	115	811	76
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	88	578	183	234	1029	298	230	660	64	120	848	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	3	3	0	1	0	0	0	0	0	2	0
Initial Fut:	88	581	186	234	1030	298	230	660	64	120	850	79
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:	88	581	0	234	1030	298	230	660	64	120	850	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	581	0	234	1030	298	230	660	64	120	850	79
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	581	0	234	1030	298	230	660	64	120	850	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1700	3400	1700	1700	2637	763	1700	3400	1700	1700	3109	291
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.00	0.14	0.39	0.39	0.14	0.19	0.04	0.07	0.27	0.27
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #16 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Von Karman Avenue									Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	44	428	58	18	602	123	106	189	19	10	217	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	428	58	18	602	123	106	189	19	10	217	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	428	58	18	602	123	106	189	19	10	217	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:	44	428	58	18	602	123	106	189	19	10	217	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	428	58	18	602	123	106	189	19	10	217	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	428	58	18	602	123	106	189	19	10	217	41
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:															
Vol/Sat:	0.03	0.13	0.04	0.01	0.19	0.08	0.07	0.06	0.01	0.01	0.07	0.03
Crit Moves:	****				****			****				****			

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #17 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Teller Avenue									Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	40	114	66	132	124	145	68	872	27	50	435	78
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	42	119	69	138	130	152	71	912	28	52	455	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	119	69	138	130	152	71	912	28	52	455	82
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:	42	119	69	138	130	152	71	912	0	52	455	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	119	69	138	130	152	71	912	0	52	455	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	42	119	69	138	130	152	71	912	0	52	455	82
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.46	0.54	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1700	1700	1700	1700	784	916	1700	3400	1700	1700	2883	517
Capacity Analysis Module:															
Vol/Sat:	0.02	0.07	0.04	0.08	0.17	0.17	0.04	0.27	0.00	0.03	0.16	0.16
Crit Moves:	****				****			****			****				

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[11.5]

Street Name:	Teller Avenue						Birch Street					
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 1 0			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	16	20	43	32	2	46	43	258	7	4	143	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:	16	20	43	32	2	46	43	258	7	4	143	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	20	43	32	2	46	43	258	7	4	143	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	43	32	2	46	43	258	7	4	143	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	20	43	32	2	46	43	258	7	4	143	8
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	428	507	133	380	506	76	151	xxxx	xxxxx	265	xxxx	xxxxx
Potent Cap.:	515	472	899	557	472	977	1442	xxxx	xxxxx	1311	xxxx	xxxxx
Move Cap.:	477	456	899	500	456	977	1442	xxxx	xxxxx	1311	xxxx	xxxxx
Volume/Cap:	0.03	0.04	0.05	0.06	0.00	0.05	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	631	xxxxx	497	xxxx	933	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	0.2	xxxx	0.2	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.5	xxxxx	12.8	xxxx	9.1	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	A	*	*	*	A	*	*
ApproachDel:		11.5			10.6			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4	0 1	2 0	4	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	559	2686	488	326	2302	199	475	1196	748	569	361	300
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	585	2809	510	341	2407	208	497	1251	782	595	377	314
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	585	2809	510	341	2407	208	497	1251	782	595	377	314
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	585	2809	0	341	2407	208	497	1251	0	595	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2809	0	341	2407	208	497	1251	0	595	377	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	585	2809	0	341	2407	208	497	1251	0	595	377	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.00	0.10	0.35	0.12	0.15	0.25	0.00	0.18	0.07	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Jamboree Rd									I-405 NB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:												
Base Vol:	0	3511	920	0	2566	1140	0	0	0	734	0	229
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	3671	962	0	2683	1192	0	0	0	768	0	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3671	962	0	2683	1192	0	0	0	768	0	239
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3671	0	0	2683	0	0	0	0	768	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3671	0	0	2683	0	0	0	0	768	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3671	0	0	2683	0	0	0	0	768	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:		****			****					****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Street Name:	Jamboree Road									I-405 SB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0 1	0	0	4 0 1	2	0	0 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	2874	1070	0	2866	640	1476	0	1014	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	3005	1119	0	2997	669	1543	0	1060	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3005	1119	0	2997	669	1543	0	1060	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3005	0	0	2997	0	1543	0	1060	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3005	0	0	2997	0	1543	0	1060	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3005	0	0	2997	0	1543	0	1060	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6800	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.44	0.00	0.45	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.163
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	68	2395	556	1107	2023	431	1053	377	170	307	261	692
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	71	2504	581	1158	2115	451	1101	394	178	321	273	724
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2504	581	1158	2115	451	1101	394	178	321	273	724
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	2504	581	1158	2115	0	1101	394	178	321	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2504	581	1158	2115	0	1101	394	178	321	273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	71	2504	581	1158	2115	0	1101	394	178	321	273	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.34	0.34	0.31	0.00	0.32	0.12	0.10	0.09	0.08	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	92	2371	29	182	2067	209	352	59	269	29	20	52
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	96	2479	30	190	2161	219	368	62	281	30	21	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	2479	30	190	2161	219	368	62	281	30	21	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	2479	30	190	2161	219	368	62	281	30	21	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	2479	30	190	2161	219	368	62	281	30	21	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	2479	30	190	2161	219	368	62	281	30	21	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.18	0.82	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	306	1394	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.02	0.11	0.42	0.13	0.11	0.20	0.20	0.02	0.01	0.03
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	D

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	112	1931	439	369	1761	185	393	542	256	153	372	256
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	117	2019	459	386	1841	193	411	567	268	160	389	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	72	1	0	44	0	0	3	0	1	2	0
Initial Fut:	117	2091	460	386	1885	193	411	570	268	161	391	268
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:	117	2091	460	386	1885	193	411	570	0	161	391	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2091	460	386	1885	193	411	570	0	161	391	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	117	2091	460	386	1885	193	411	570	0	161	391	268
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.28	0.72	2.00	2.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5574	1226	3400	4625	475	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.11	0.41	0.41	0.12	0.17	0.00	0.05	0.12	0.16
Crit Moves:		****			****			****				****

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	142	1884	1	1	1916	198	436	0	154	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	148	1970	1	1	2004	207	456	0	161	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	72	0	0	44	0	0	0	1	0	0	0
Initial Fut:	148	2042	1	1	2048	207	456	0	162	0	0	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	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	1.00
PHF Volume:	148	2042	1	1	2048	0	456	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2042	1	1	2048	0	456	0	0	0	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	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	1.00
FinalVolume:	148	2042	1	1	2048	0	456	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1700	5097	3	1700	5100	1700	3400	0	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.00	0.40	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	17	1884	26	281	1894	3	65	25	101	19	10	286
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	1970	27	294	1981	3	68	26	106	20	10	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1970	27	294	1981	3	68	26	106	20	10	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1970	27	294	1981	3	68	26	106	20	10	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1970	27	294	1981	3	68	26	106	20	10	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1970	27	294	1981	3	68	26	106	20	10	299
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.96	0.04	2.00	4.00	1.00	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1700	5031	69	3400	6800	1700	1700	337	1363	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.09	0.29	0.00	0.04	0.08	0.08	0.01	0.01	0.18
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	818	941	836	0	819	501	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	877	1009	896	0	878	537	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	22	106	57	0	61	8	0	0	0	0	0	0
Initial Fut:	899	1115	953	0	939	545	0	0	0	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:	899	1115	953	0	939	545	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	899	1115	953	0	939	545	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	899	1115	953	0	939	545	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	1.38	0.00	2.53	1.47	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2587	2213	0	4049	2351	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.43	0.43	0.00	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

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

Street Name:	Jamboree Road						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1947	114	0	961	0	772	502	897	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	179	0	0	61	0	37	24	117	0	0	0
Initial Fut:	0	2126	114	0	1022	0	809	526	1014	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2126	114	0	1022	0	809	526	1014	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2126	114	0	1022	0	809	526	1014	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2126	114	0	1022	0	809	526	1014	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.75	0.25	0.00	3.00	0.00	1.82	1.18	2.00	0.00	0.00	0.00
Final Sat.:	0	7594	406	0	4800	0	2909	1891	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.21	0.00	0.28	0.28	0.32	0.00	0.00	0.00
Crit Moves:		****			****				****			

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	48	1652	34	82	1699	58	54	0	27	39	0	86
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1771	36	88	1821	62	54	0	27	39	0	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	2	83	0	0	39	3	4	0	10	0	0	0
Initial Fut:	53	1854	36	88	1860	65	58	0	37	39	0	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1854	36	88	1860	65	58	0	37	39	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1854	36	88	1860	65	58	0	37	39	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1854	36	88	1860	65	58	0	37	39	0	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6277	123	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.05	0.29	0.04	0.02	0.00	0.02	0.02	0.00	0.05
Crit Moves:		****			****			****				****

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #30 Jamboree Rd/University Dr

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

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	37	1433	240	150	1393	354	216	86	12	252	142	88
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1536	257	161	1493	380	216	86	12	252	142	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	184	8	4	143	0	0	0	0	9	0	2
Initial Fut:	40	1720	265	165	1636	380	216	86	12	261	142	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	1720	265	165	1636	380	216	86	12	261	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1720	265	165	1636	380	216	86	12	261	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	1720	265	165	1636	380	216	86	12	261	142	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.43	0.57	1.00	1.94	1.06	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2289	911	1600	3109	1691	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.17	0.05	0.34	0.24	0.09	0.09	0.01	0.08	0.08	0.00
Crit Moves:		****		****			****			****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Carlson Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 1	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	90	78	341	139	139	452	523	1139	387	274	708	149
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	94	82	357	145	145	473	547	1191	405	287	740	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	82	357	145	145	473	547	1191	405	287	740	156
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	94	82	357	145	145	0	547	1191	405	287	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	82	357	145	145	0	547	1191	405	287	740	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	94	82	357	145	145	0	547	1191	405	287	740	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	3400	1700	1700	3400	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.21	0.04	0.09	0.00	0.16	0.35	0.24	0.17	0.22	0.00
Crit Moves:			****		****			****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Carlson Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	182	0	178	339	1058	0	0	622	121
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	190	0	186	354	1106	0	0	650	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	190	0	186	354	1106	0	0	650	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	190	0	186	354	1106	0	0	650	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	186	354	1106	0	0	650	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	190	0	186	354	1106	0	0	650	127
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.67	0.33
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2846	554
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.21	0.65	0.00	0.00	0.23	0.23
Crit Moves:				****				****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	E

Street Name:	Harvard Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	2	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	75	895	99	346	571	273	441	955	125	84	392	184
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	78	936	104	362	597	285	461	999	131	88	410	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	936	104	362	597	285	461	999	131	88	410	192
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:	78	936	104	362	597	285	461	999	0	88	410	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	936	104	362	597	285	461	999	0	88	410	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	78	936	104	362	597	285	461	999	0	88	410	192
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	1700	3061	339	1700	3400	1700	3400	3400	1700	1700	2314	1086
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.21	0.18	0.17	0.14	0.29	0.00	0.05	0.18	0.18
Crit Moves:		****		****				****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 2	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	478	651	0	0	799	763	0	0	0	235	1956	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	478	651	0	0	799	763	0	0	0	235	1956	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	2	0	0	2	3	0	0	0	2	39	0
Initial Fut:	478	653	0	0	801	766	0	0	0	237	1995	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:	478	653	0	0	801	766	0	0	0	237	1995	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	653	0	0	801	766	0	0	0	237	1995	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
FinalVolume:	478	653	0	0	801	766	0	0	0	237	1995	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.80	0.20
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6077	323
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.00	0.00	0.13	0.24	0.00	0.00	0.00	0.15	0.33	0.33
Crit Moves:	****					****					****	

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #35 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:												
Base Vol:	156	285	0	0	437	653	0	0	0	417	1475	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	285	0	0	437	653	0	0	0	417	1475	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	37	38	0	0	17	0	0	0	0	31	4	0
Initial Fut:	193	323	0	0	454	653	0	0	0	448	1479	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:	193	323	0	0	454	653	0	0	0	448	1479	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	323	0	0	454	653	0	0	0	448	1479	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
FinalVolume:	193	323	0	0	454	653	0	0	0	448	1479	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.64	2.36	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	2625	3775	0	0	0	1600	5993	407
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.28	0.25	0.34
Crit Moves:	****				****							****

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #36 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	660	230	202	837	0	421	900	538	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	708	247	202	837	0	421	900	538	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	2	0	0	3	0	2	17	1	0	0	0
Initial Fut:	0	710	247	202	840	0	423	917	539	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	710	247	202	840	0	423	917	539	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	247	202	840	0	423	917	539	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	710	247	202	840	0	423	917	539	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.26	2.74	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2020	4380	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.15	0.13	0.17	0.00	0.21	0.21	0.17	0.00	0.00	0.00
Crit Moves:			****	****			****					

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #37 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 1	2	0 2	0 0	1	1 2	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	230	242	287	567	0	227	996	124	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	230	242	287	567	0	227	996	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	74	77	0	48	0	0	7	15	0	0	0
Initial Fut:	0	304	319	287	615	0	227	1003	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	304	319	287	615	0	227	1003	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	304	319	287	615	0	227	1003	139	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	304	319	287	615	0	227	1003	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.63	0.37	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5816	584	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.09	0.19	0.00	0.14	0.17	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Bayview Place									Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	250	0	0	0	0	2614	101	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	0	250	0	0	0	0	2614	101	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	23	0	0	0	0	26	0	0	0	0
Initial Fut:	0	0	273	0	0	0	0	2640	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	273	0	0	0	0	2640	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	273	0	0	0	0	2640	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	273	0	0	0	0	2640	101	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.41	0.06	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Irvine Avenue									Mesa Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:																				
Base Vol:	46	562	143	6	1159	165	26	53	106	494	170	16
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	603	153	6	1243	177	26	53	106	494	170	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	1	16	0	2	0	0	0	0	37	0	0
Initial Fut:	49	604	169	6	1245	177	26	53	106	531	170	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	604	169	6	1245	177	26	53	106	531	170	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	604	169	6	1245	177	26	53	106	531	170	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	604	169	6	1245	177	26	53	106	531	170	16
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.91	0.09
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1462	138
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.13	0.11	0.00	0.26	0.11	0.02	0.03	0.07	0.17	0.12	0.12
Crit Moves:	****				****				****	****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	D

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	184	1473	354	75	890	75	367	581	112	238	532	110
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	192	1540	370	78	931	78	384	608	117	249	556	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	1540	370	78	931	78	384	608	117	249	556	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:	192	1540	370	78	931	78	384	608	117	249	556	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1540	370	78	931	78	384	608	117	249	556	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1540	370	78	931	78	384	608	117	249	556	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4317	1038	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	0.04	0.26	0.04	0.22	0.17	0.07	0.14	0.16	0.06
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	D

Street Name:	Mesa Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	145	0	195	0	0	0	0	1955	57	133	1045	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	152	0	204	0	0	0	0	2044	60	139	1093	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:	152	0	204	0	0	0	0	2044	60	139	1093	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:	152	0	204	0	0	0	0	2044	60	139	1093	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	0	204	0	0	0	0	2044	60	139	1093	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	0	204	0	0	0	0	2044	60	139	1093	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.12	0.00	0.00	0.00	0.00	0.60	0.04	0.08	0.32	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #42 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	California Avenue						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0	0	0	2	0	1	2	0	2	0	0
Volume Module:																
Base Vol:	231	0	771	0	0	0	0	1196	56	85	1141	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	242	0	806	0	0	0	0	1251	59	89	1193	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:	242	0	806	0	0	0	0	1251	59	89	1193	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:	242	0	806	0	0	0	0	1251	59	89	1193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	806	0	0	0	0	1251	59	89	1193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	0	806	0	0	0	0	1251	59	89	1193	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	3400	1700	3400	3400	0
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.24	0.00	0.00	0.00	0.00	0.37	0.03	0.03	0.35	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 without Project - TPO Analysis
PM Peak Hour

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.3]

Street Name:	Driveway									Birch St					
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:	58	0	46	0	0	0	0	310	25	19	80	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:	58	0	46	0	0	0	0	310	25	19	80	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:	58	0	46	0	0	0	0	310	25	19	80	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:	58	0	46	0	0	0	0	310	25	19	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	0	46	0	0	0	0	310	25	19	80	0
Critical Gap Module:																			
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																			
Cnflict Vol:	401	441	168	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	xxxx	xxxxx
Potent Cap.:	583	514	854	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx
Move Cap.:	576	506	854	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:																			
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control 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	673	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 ConDel:	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-4 – TPO ANALYSIS WITH PHASE 1 PROJECT

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Scenario Report

Scenario:	TPO 2018 - w/ Ph1 Uptown AM ICU
Command:	TPO 2018 - w/ Ph1 Uptown AM ICU
Volume:	2018 Ex+Commit - Ph 1 AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Uptown Phase 1 AM
Trip Distribution:	Project
Paths:	Phase 1 Uptown
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Trip Generation Report

Forecast for Uptown Phase 1 AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
100	Uptown Newpo	1.00	Uptown Newport	76.00	280.00	76	280	356	111.6
	Zone 100 Subtotal					76	280	356	111.6
103	Existing Con	1.00	Office/Industr	-33.00	-4.00	-33	-4	-37	-11.6
	Zone 103 Subtotal					-33	-4	-37	-11.6
TOTAL						43	276	319	100.0

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Turning Movement Report
Uptown Phase 1 AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	922	959	1366	391	541	105	87	575	301	277	624	230	6378
Added	0	14	0	0	2	0	0	0	0	0	0	0	16
Total	922	973	1366	391	543	105	87	575	301	277	624	230	6394
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2500	330	203	1065	0	0	0	0	964	0	679	5741
Added	0	14	21	0	2	0	0	0	0	0	0	0	37
Total	0	2514	351	203	1067	0	0	0	0	964	0	679	5778
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1598	407	185	1273	544	0	0	0	1008	301	1200	6516
Added	0	35	0	0	2	0	0	0	0	5	0	0	42
Total	0	1633	407	185	1275	544	0	0	0	1013	301	1200	6558
#4 MacArthur Blvd/Michelson Dr													
Base	236	1390	249	362	1937	0	306	163	47	129	130	321	5269
Added	0	35	0	0	7	0	0	0	0	0	0	0	42
Total	236	1425	249	362	1944	0	306	163	47	129	130	321	5311
#5 MacArthur Blvd/Campus Dr													
Base	84	1170	121	281	1028	298	418	822	105	101	559	179	5167
Added	0	29	0	1	6	0	0	0	0	0	0	6	42
Commit	0	21	0	0	50	0	0	1	0	0	0	0	72
Total	84	1220	121	282	1084	298	418	823	105	101	559	185	5281
#6 MacArthur Blvd/Birch St													
Base	35	737	92	96	650	215	113	256	57	26	137	38	2453
Added	0	29	0	-2	8	0	0	-2	0	0	0	0	33
Commit	1	17	0	0	41	13	3	3	0	0	13	0	91
Total	36	783	92	94	699	228	116	257	57	26	150	38	2577
#7 MacArthur Blvd/Von Karman Ave													
Base	105	778	723	43	295	164	25	88	21	83	120	11	2456
Added	0	29	0	0	8	0	0	0	0	0	0	0	37
Commit	0	33	1	6	46	0	0	0	0	1	2	0	89
Total	105	840	724	49	349	164	25	88	21	84	122	11	2582
#8 MacArthur Blvd/Jamboree Rd													
Base	164	1377	499	77	341	137	401	998	173	369	690	193	5418
Added	0	0	5	8	0	0	0	19	0	32	97	29	190
Commit	1	18	1	3	38	12	16	37	0	0	66	8	200
Total	165	1395	505	88	379	149	417	1054	173	401	853	230	5808

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2603	572	296	837	0	0	0	0	31	0	22	4361
Added	0	5	1	0	32	0	0	0	0	10	0	0	48
Total	0	2608	573	296	869	0	0	0	0	41	0	22	4409
#10 MacArthur Blvd NB/Univeristy Dr													
Base	54	0	250	0	0	0	0	1109	107	343	845	0	2708
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	0	250	0	0	0	0	1109	107	343	845	0	2708
#11 MacArthur Blvd SB/University Dr													
Base	0	0	42	0	0	0	0	1172	50	305	441	0	2010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	42	0	0	0	0	1172	50	305	441	0	2010
#12 Von Karman Ave/Main St													
Base	144	432	93	95	1198	316	312	524	284	362	1237	136	5133
Added	0	14	0	0	2	0	0	0	0	0	0	0	16
Total	144	446	93	95	1200	316	312	524	284	362	1237	136	5149
#13 Von Karman Ave/Michelson Dr													
Base	55	946	76	175	714	146	177	189	43	216	551	478	3768
Added	0	14	0	0	2	0	0	0	0	0	0	0	16
Total	55	960	76	175	716	146	177	189	43	216	551	478	3784
#14 Von Karman Ave/Dupont Dr													
Base	98	1047	42	82	761	41	4	76	55	93	154	89	2542
Added	0	14	0	0	2	0	0	0	0	0	0	0	16
Total	98	1061	42	82	763	41	4	76	55	93	154	89	2558
#15 Von Karman Ave/Campus Dr													
Base	20	776	65	58	497	125	293	473	44	108	533	123	3114
Added	0	0	0	3	-1	0	0	1	0	0	6	14	23
Commit	0	1	2	0	2	0	0	0	0	0	3	0	8
Total	20	777	67	61	498	125	293	474	44	108	542	137	3145
#16 Von Karman Ave/Birch St													
Base	19	491	41	47	305	120	95	179	28	39	151	19	1534
Added	0	0	0	-1	0	0	0	-4	0	0	-1	0	-6
Total	19	491	41	46	305	120	95	175	28	39	150	19	1528
#17 Teller Ave/Campus Dr													
Base	8	62	24	26	139	86	110	379	45	67	607	215	1767
Added	0	0	0	0	0	0	0	5	0	0	20	0	25
Total	8	62	24	26	139	86	110	384	45	67	627	215	1792

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	2	1	5	21	9	18	29	101	16	45	249	26	522
Added	0	0	0	0	0	0	0	-6	0	0	-1	0	-7
Total	2	1	5	21	9	18	29	95	16	45	248	26	515
#19 Jamboree Rd/Main St													
Base	670	1722	203	466	2621	644	145	293	272	735	765	109	8646
Added	0	14	0	0	2	0	0	0	0	-2	0	0	14
Total	670	1736	203	466	2623	644	145	293	272	733	765	109	8660
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1852	638	0	1987	1778	0	0	0	1516	0	940	8711
Added	0	14	21	0	0	0	0	0	0	8	0	0	43
Total	0	1866	659	0	1987	1778	0	0	0	1524	0	940	8754
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1792	647	0	3162	307	720	0	1726	0	0	0	8356
Added	0	34	42	0	9	0	0	0	2	0	0	0	87
Total	0	1826	689	0	3171	307	720	0	1728	0	0	0	8443
#22 Jamboree Rd/Michelson Dr													
Base	169	1531	192	622	2771	550	296	232	89	424	535	641	8053
Added	0	76	0	0	10	0	0	0	0	-2	0	0	84
Total	169	1607	192	622	2781	550	296	232	89	422	535	641	8137
#23 Jamboree Rd/Dupont Dr													
Base	234	1614	12	50	2287	499	65	12	39	38	62	152	5061
Added	0	76	0	0	9	0	0	0	0	0	0	0	85
Total	234	1690	12	50	2296	499	65	12	39	38	62	152	5146
#24 Jamboree Rd/Campus Dr													
Base	188	1461	67	311	1869	155	159	291	43	567	473	210	5792
Added	20	76	14	0	9	0	0	0	5	2	0	0	126
Commit	0	32	0	0	74	0	0	2	1	1	3	0	113
Total	208	1569	81	311	1952	155	159	293	49	570	476	210	6031
#25 Jamboree Rd/Birch St													
Base	160	1596	1	5	1960	520	140	2	27	0	0	0	4411
Added	0	109	0	0	20	-5	-1	0	0	0	0	0	123
Commit	0	30	0	0	74	1	0	0	0	0	0	0	105
Total	160	1735	1	5	2054	516	139	2	27	0	0	0	4639
#26 Jamboree Rd/Fairchild Rd													
Base	8	1714	39	327	1983	10	24	0	28	7	2	312	4455
Added	43	-2	0	5	5	11	90	4	154	0	3	-1	312
Total	51	1712	39	332	1988	21	114	4	182	7	5	311	4767

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	547	769	594	0	674	243	0	0	0	0	0	0	2827
Added	0	19	0	0	28	69	0	0	0	0	0	0	116
Commit	29	48	21	0	89	13	0	0	0	0	0	0	200
Total	576	836	615	0	791	325	0	0	0	0	0	0	3143
#28 Jamboree Rd./Bristol St													
Base	0	1203	28	0	698	0	656	255	998	0	0	0	3838
Added	0	4	0	0	28	0	14	0	0	0	0	0	46
Commit	0	116	0	0	90	0	5	4	111	0	0	0	326
Total	0	1323	28	0	816	0	675	259	1109	0	0	0	4210
#29 Jamboree Rd/Bayview Wy													
Base	14	1550	35	91	1654	28	123	0	42	20	0	39	3597
Added	0	4	0	0	28	0	0	0	0	0	0	0	32
Commit	6	30	0	0	76	14	1	0	1	0	0	0	128
Total	20	1584	35	91	1758	42	124	0	43	20	0	39	3757
#30 Jamboree Rd/University Dr													
Base	96	1305	194	68	1278	274	413	105	35	284	134	167	4353
Added	0	4	0	0	28	0	0	0	0	0	0	0	32
Commit	0	93	5	0	178	0	0	1	0	1	1	4	283
Total	96	1402	199	68	1484	274	413	106	35	285	135	171	4668
#31 Carlson Ave/Michelson Dr													
Base	475	128	151	28	27	237	461	542	72	204	940	91	3356
Added	0	0	0	0	0	0	0	0	0	0	-2	0	-2
Total	475	128	151	28	27	237	461	542	72	204	938	91	3354
#32 Carlson Ave/Campus Dr													
Base	0	0	0	153	2	381	118	496	0	0	895	91	2135
Added	0	0	0	0	0	0	0	14	0	0	2	0	16
Total	0	0	0	153	2	381	118	510	0	0	897	91	2151
#33 Harvard Ave/Michelson Dr													
Base	101	305	25	154	747	478	146	259	56	138	792	197	3399
Added	0	0	0	0	0	0	0	0	0	0	-2	0	-2
Total	101	305	25	154	747	478	146	259	56	138	790	197	3397
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	957	157	3517
Added	0	0	0	0	0	0	0	0	0	14	55	0	69
Commit	0	6	0	0	1	2	0	0	0	0	8	0	17
Total	401	1494	0	0	236	145	0	0	0	150	1020	157	3603

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#35 Birch St/Bristol St N													
Base	93	858	0	0	132	102	0	0	0	392	1071	222	2870
Added	0	-2	0	0	0	0	0	0	0	0	69	0	67
Commit	6	8	0	0	26	0	0	0	0	50	1	0	91
Total	99	864	0	0	158	102	0	0	0	442	1141	222	3028
#36 Campus Dr/Bristol St													
Base	0	916	187	99	274	0	1065	1468	420	0	0	0	4428
Added	0	0	2	0	14	0	0	-5	0	0	0	0	11
Commit	0	4	0	0	1	0	3	26	0	0	0	0	34
Total	0	920	189	99	289	0	1068	1489	420	0	0	0	4473
#37 Birch St/Bristol St S													
Base	0	269	253	178	345	0	673	967	144	0	0	0	2829
Added	0	0	0	0	0	0	-2	-1	0	0	0	0	-3
Commit	0	14	14	0	76	0	0	2	25	0	0	0	131
Total	0	283	267	178	421	0	671	968	169	0	0	0	2957
#38 Bayview Pl/Bristol St													
Base	0	0	81	0	0	0	0	2406	266	0	0	0	2753
Added	0	0	0	0	0	0	0	14	0	0	0	0	14
Commit	0	0	2	0	0	0	0	50	1	0	0	0	53
Total	0	0	83	0	0	0	0	2470	267	0	0	0	2820
#39 Irvine Avenue / Mesa Drive													
Base	68	978	328	9	481	33	86	143	94	166	34	7	2427
Added	0	2	0	0	14	0	0	0	0	0	0	0	16
Commit	0	2	26	0	0	0	0	0	1	6	0	0	35
Total	68	982	354	9	495	33	86	143	95	172	34	7	2478
#40 University Dr/Campus Dr													
Base	93	568	324	109	1726	212	198	384	16	37	437	249	4352
Added	0	0	0	0	0	2	14	0	0	0	0	0	16
Total	93	568	324	109	1726	214	212	384	16	37	437	249	4368
#41 Mesa Rd/University Dr													
Base	35	0	70	0	0	0	0	944	108	154	1785	0	3095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	0	70	0	0	0	0	944	108	154	1785	0	3095
#42 California Ave/University Dr													
Base	40	0	86	0	0	0	0	1054	314	742	1121	0	3357
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	0	86	0	0	0	0	1054	314	742	1121	0	3357

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#43 Birch Dwy													
Base	1	0	14	0	0	0	0	80	21	46	333	0	495
Added	-1	0	-1	0	0	0	0	0	-6	-5	0	0	-13
Total	0	0	13	0	0	0	0	80	15	41	333	0	482
#238 Proj Dwy on Jamboree Rd (right-in / right-out conexant access)													
Base	23	1637	0	0	1534	20	3	0	6	0	0	0	3223
Added	0	86	0	0	11	19	21	0	11	0	0	0	148
Total	23	1723	0	0	1545	39	24	0	17	0	0	0	3371

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Main St	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C	xxxxx	0.761	C	xxxxx	0.763	+ 0.002 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	B	xxxxx	0.666	B	xxxxx	0.668	+ 0.001 V/C
# 4 MacArthur Blvd/Michelson Dr	B	xxxxx	0.640	B	xxxxx	0.641	+ 0.001 V/C
# 5 MacArthur Blvd/Campus Dr	B	xxxxx	0.620	B	xxxxx	0.628	+ 0.008 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.357	A	xxxxx	0.369	+ 0.012 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.569	A	xxxxx	0.575	+ 0.006 V/C
# 8 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.634	B	xxxxx	0.663	+ 0.029 V/C
# 9 MacArthur Blvd/Fairchild Rd	D	xxxxx	0.865	D	xxxxx	0.872	+ 0.007 V/C
# 10 MacArthur Blvd NB/Univeristy D	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 11 MacArthur Blvd SB/University D	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000 V/C
# 12 Von Karman Ave/Main St	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.001 V/C
# 13 Von Karman Ave/Michelson Dr	B	xxxxx	0.697	C	xxxxx	0.701	+ 0.004 V/C
# 14 Von Karman Ave/Dupont Dr	A	xxxxx	0.512	A	xxxxx	0.516	+ 0.004 V/C
# 15 Von Karman Ave/Campus Dr	B	xxxxx	0.677	B	xxxxx	0.686	+ 0.009 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.289	A	xxxxx	0.288	-0.001 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.493	A	xxxxx	0.499	+ 0.006 V/C
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.1	0.045	-0.050 D/V
# 19 Jamboree Rd/Main St	E	xxxxx	0.906	E	xxxxx	0.906	-0.000 V/C
# 20 Jamboree Rd/I-405 NB Ramps	C	xxxxx	0.710	C	xxxxx	0.715	+ 0.004 V/C
# 21 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.023	F	xxxxx	1.025	+ 0.002 V/C
# 22 Jamboree Rd/Michelson Dr	D	xxxxx	0.802	D	xxxxx	0.803	+ 0.001 V/C
# 23 Jamboree Rd/Dupont Dr	C	xxxxx	0.744	C	xxxxx	0.746	+ 0.002 V/C

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	C	xxxxx	0.754	C	xxxxx	0.778	+ 0.024 V/C
# 25 Jamboree Rd/Birch St	A	xxxxx	0.570	A	xxxxx	0.588	+ 0.018 V/C
# 26 Jamboree Rd/Fairchild Rd	B	xxxxx	0.687	C	xxxxx	0.740	+ 0.053 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.314	A	xxxxx	0.354	+ 0.040 V/C
# 28 Jamboree Rd./Bristol St	A	xxxxx	0.457	A	xxxxx	0.517	+ 0.059 V/C
# 29 Jamboree Rd/Bayview Wy	A	xxxxx	0.368	A	xxxxx	0.373	+ 0.006 V/C
# 30 Jamboree Rd/University Dr	A	xxxxx	0.577	B	xxxxx	0.621	+ 0.044 V/C
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.618	B	xxxxx	0.617	-0.001 V/C
# 32 Carlson Ave/Campus Dr	B	xxxxx	0.633	B	xxxxx	0.634	+ 0.001 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.724	C	xxxxx	0.724	-0.001 V/C
# 34 Campus Dr/Bristol St N	A	xxxxx	0.484	A	xxxxx	0.495	+ 0.011 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.538	A	xxxxx	0.554	+ 0.016 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.595	A	xxxxx	0.600	+ 0.004 V/C
# 37 Birch St/Bristol St S	A	xxxxx	0.393	A	xxxxx	0.398	+ 0.004 V/C
# 38 Bayview Pl/Bristol St	A	xxxxx	0.401	A	xxxxx	0.412	+ 0.011 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.336	A	xxxxx	0.355	+ 0.018 V/C
# 40 University Dr/Campus Dr	D	xxxxx	0.836	D	xxxxx	0.844	+ 0.008 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 42 California Ave/University Dr	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 43 Birch Dwy	A	8.7	0.025	A	8.6	0.021	-0.180 D/V
#238 Proj Dwy on Jamboree Rd	D	33.8	0.046	F	105.7	0.559	+71.941 D/V

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	882	917	1306	374	517	100	83	550	288	265	597	220
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	922	959	1366	391	541	105	87	575	301	277	624	230
Added Vol:	0	14	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	922	973	1366	391	543	105	87	575	301	277	624	230
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	922	973	0	391	543	105	87	575	301	277	624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	922	973	0	391	543	105	87	575	301	277	624	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	922	973	0	391	543	105	87	575	301	277	624	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.27	0.14	0.00	0.12	0.08	0.06	0.05	0.11	0.18	0.08	0.12	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	0	2391	316	194	1018	0	0	0	0	922	0	649
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2500	330	203	1065	0	0	0	0	964	0	679
Added Vol:	0	14	21	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2514	351	203	1067	0	0	0	0	964	0	679
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2514	351	203	1067	0	0	0	0	964	0	679
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2514	351	203	1067	0	0	0	0	964	0	679
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2514	351	203	1067	0	0	0	0	964	0	679
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.10	0.06	0.16	0.00	0.00	0.00	0.00	0.28	0.00	0.20
Crit Moves:		****		****						****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0 1	2	0	4 0 1	0	0	0 0 0	2	0	1 0 1
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	0	1528	389	177	1217	520	0	0	0	964	288	1148
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1598	407	185	1273	544	0	0	0	1008	301	1200
Added Vol:	0	35	0	0	2	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1633	407	185	1275	544	0	0	0	1013	301	1200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1633	407	185	1275	544	0	0	0	1013	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1633	407	185	1275	544	0	0	0	1013	301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1633	407	185	1275	544	0	0	0	1013	301	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.05	0.19	0.32	0.00	0.00	0.00	0.30	0.18	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****					****					****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	MacArthur Boulevard						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4 0 1	2	0	3 1 0	2	0	1 0 1	2	0	1 0 1
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	226	1329	238	346	1852	0	293	156	45	123	124	307
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	236	1390	249	362	1937	0	306	163	47	129	130	321
Added Vol:	0	35	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1425	249	362	1944	0	306	163	47	129	130	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1425	249	362	1944	0	306	163	47	129	130	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1425	249	362	1944	0	306	163	47	129	130	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1425	249	362	1944	0	306	163	47	129	130	321
OvlAdjVol:												140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	0	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.15	0.11	0.29	0.00	0.09	0.10	0.03	0.04	0.08	0.19
OvlAdjV/S:												0.08
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	80	1119	116	269	983	285	400	786	100	97	535	171
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	84	1170	121	281	1028	298	418	822	105	101	559	179
Added Vol:	0	29	0	1	6	0	0	0	0	0	0	6
Committed P:	0	21	0	0	50	0	0	1	0	0	0	0
Initial Fut:	84	1220	121	282	1084	298	418	823	105	101	559	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	84	1220	121	282	1084	298	418	823	105	101	559	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1220	121	282	1084	298	418	823	105	101	559	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	84	1220	121	282	1084	298	418	823	105	101	559	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.07	0.17	0.16	0.18	0.12	0.16	0.06	0.03	0.11	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

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

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	33	687	86	90	606	201	113	256	57	26	137	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	737	92	96	650	215	113	256	57	26	137	38
Added Vol:	0	29	0	-2	8	0	0	-2	0	0	0	0
Committed P:	1	17	0	0	41	13	3	3	0	0	13	0
Initial Fut:	36	783	92	94	699	228	116	257	57	26	150	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	783	92	94	699	228	116	257	57	26	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	783	92	94	699	228	116	257	57	26	150	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	783	92	94	699	228	116	257	57	26	150	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.01	0.99	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4823	1577	1600	2567	633	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.06	0.14	0.14	0.07	0.10	0.09	0.02	0.05	0.00
Crit Moves:		****		****				****			****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	98	726	674	40	275	153	25	88	21	83	120	11
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	778	723	43	295	164	25	88	21	83	120	11
Added Vol:	0	29	0	0	8	0	0	0	0	0	0	0
Committed P:	0	33	1	6	46	0	0	0	0	1	2	0
Initial Fut:	105	840	724	49	349	164	25	88	21	84	122	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:	105	840	724	49	349	164	25	88	0	84	122	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	840	724	49	349	164	25	88	0	84	122	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
FinalVolume:	105	840	724	49	349	164	25	88	0	84	122	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.45	0.03	0.07	0.10	0.02	0.03	0.00	0.03	0.08	0.01
Crit Moves:			****	****			****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	153	1284	465	72	318	128	374	931	161	344	644	180
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:	164	1377	499	77	341	137	401	998	173	369	690	193
Added Vol:	0	0	5	8	0	0	0	19	0	32	97	29
Committed P:	1	18	1	3	38	12	16	37	0	0	66	8
Initial Fut:	165	1395	505	88	379	149	417	1054	173	401	853	230
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1395	505	88	379	0	417	1054	173	401	853	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1395	505	88	379	0	417	1054	173	401	853	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1395	505	88	379	0	417	1054	173	401	853	230
OvlAdjVol:			304									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.32	0.03	0.08	0.00	0.13	0.22	0.11	0.13	0.18	0.14
OvlAdjV/S:			0.19									
Crit Moves:		****			****				****		****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	MacArthur Boulevard						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	0	2489	547	283	800	0	0	0	0	30	0	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2603	572	296	837	0	0	0	0	31	0	22
Added Vol:	0	5	1	0	32	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2608	573	296	869	0	0	0	0	41	0	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:	0	2608	573	296	869	0	0	0	0	41	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2608	573	296	869	0	0	0	0	41	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2608	573	296	869	0	0	0	0	41	0	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	2.46	0.54	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4181	919	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.62	0.17	0.17	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:		****		****						****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #10 MacArthur Blvd NB/Univeristy Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	3	0 1	2 0	2	0 0
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	52	0	239	0	0	0	0	1061	102	328	808	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	54	0	250	0	0	0	0	1109	107	343	845	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:	54	0	250	0	0	0	0	1109	107	343	845	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:	54	0	250	0	0	0	0	1109	107	343	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	250	0	0	0	0	1109	107	343	845	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	0	250	0	0	0	0	1109	107	343	845	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.22	0.06	0.10	0.25	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:																			
Base Vol:	0	0	42	0	0	0	0	1172	50	305	441	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	42	0	0	0	0	1172	50	305	441	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	42	0	0	0	0	1172	50	305	441	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	42	0	0	0	0	1172	50	305	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1172	50	305	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	42	0	0	0	0	1172	50	305	441	0
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4604	196	3200	4800	0
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.25	0.25	0.10	0.09	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Street Name:	Von Karman Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	2	1	0
Volume Module:ITAM 2015 AM Peak Hour																			
Base Vol:	138	413	89	91	1146	302	298	501	272	346	1183	130
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	144	432	93	95	1198	316	312	524	284	362	1237	136
Added Vol:	0	14	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	446	93	95	1200	316	312	524	284	362	1237	136
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:	144	446	93	95	1200	316	312	524	0	362	1237	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	446	93	95	1200	316	312	524	0	362	1237	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	144	446	93	95	1200	316	312	524	0	362	1237	136
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	3400	3400	1700	1700	3400	1700	3400	5100	1700	3400	4595	505
Capacity Analysis Module:																			
Vol/Sat:	0.04	0.13	0.05	0.06	0.35	0.19	0.09	0.10	0.00	0.11	0.27	0.27
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	53	905	73	167	683	140	169	181	41	207	527	457
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	55	946	76	175	714	146	177	189	43	216	551	478
Added Vol:	0	14	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	960	76	175	716	146	177	189	43	216	551	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	960	76	175	716	146	177	189	43	216	551	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	960	76	175	716	146	177	189	43	216	551	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	960	76	175	716	146	177	189	43	216	551	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2823	577	1700	2772	628	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.04	0.10	0.25	0.25	0.10	0.07	0.07	0.13	0.16	0.00
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Von Karman Avenue						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	94	1001	40	78	728	39	4	73	53	89	147	85
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	98	1047	42	82	761	41	4	76	55	93	154	89
Added Vol:	0	14	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1061	42	82	763	41	4	76	55	93	154	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:	98	1061	42	82	763	41	4	76	55	93	154	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1061	42	82	763	41	4	76	55	93	154	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
FinalVolume:	98	1061	42	82	763	41	4	76	55	93	154	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.16	0.84	1.00	1.27	0.73
Final Sat.:	1700	3271	129	1700	3400	1700	1700	1970	1430	1700	2154	1246
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.05	0.22	0.02	0.00	0.04	0.04	0.05	0.07	0.07
Crit Moves:		****		****				****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	19	742	62	55	475	120	280	452	42	103	510	118
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	20	776	65	58	497	125	293	473	44	108	533	123
Added Vol:	0	0	0	3	-1	0	0	1	0	0	6	14
Committed P:	0	1	2	0	2	0	0	0	0	0	3	0
Initial Fut:	20	777	67	61	498	125	293	474	44	108	542	137
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	777	0	61	498	125	293	474	44	108	542	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	777	0	61	498	125	293	474	44	108	542	137
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	777	0	61	498	125	293	474	44	108	542	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1700	3400	1700	1700	2715	685	1700	3400	1700	1700	2713	687
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.00	0.04	0.18	0.18	0.17	0.14	0.03	0.06	0.20	0.20
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #16 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	19	491	41	47	305	120	95	179	28	39	151	19
Growth Adj:	1.00	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	491	41	47	305	120	95	179	28	39	151	19
Added Vol:	0	0	0	-1	0	0	0	-4	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	491	41	46	305	120	95	175	28	39	150	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	491	41	46	305	120	95	175	28	39	150	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	491	41	46	305	120	95	175	28	39	150	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	491	41	46	305	120	95	175	28	39	150	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.03	0.03	0.10	0.08	0.06	0.05	0.02	0.02	0.05	0.01
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #17 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	2	0	1	1	0	1	1	0
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	8	59	23	25	133	82	105	362	43	64	580	206
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	8	62	24	26	139	86	110	379	45	67	607	215
Added Vol:	0	0	0	0	0	0	0	5	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	62	24	26	139	86	110	384	45	67	627	215
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	62	24	26	139	86	110	384	0	67	627	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	62	24	26	139	86	110	384	0	67	627	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	8	62	24	26	139	86	110	384	0	67	627	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	1700	1700	1700	1700	1052	648	1700	3400	1700	1700	2530	870
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.01	0.02	0.13	0.13	0.06	0.11	0.00	0.04	0.25	0.25
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[12.1]

Street Name:	Teller Avenue						Birch Street					
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	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	2	1	5	21	9	18	29	101	16	45	249	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:	2	1	5	21	9	18	29	101	16	45	249	26
Added Vol:	0	0	0	0	0	0	0	-6	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	5	21	9	18	29	95	16	45	248	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:	2	1	5	21	9	18	29	95	16	45	248	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	5	21	9	18	29	95	16	45	248	26
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	380	525	56	457	520	137	274	xxxx	xxxxx	111	xxxx	xxxxx
Potent Cap.:	558	460	1006	492	463	893	1301	xxxx	xxxxx	1492	xxxx	xxxxx
Move Cap.:	516	436	1006	469	439	893	1301	xxxx	xxxxx	1492	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.04	0.02	0.02	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	718	xxxxx	459	xxxx	664	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	13.4	xxxx	10.7	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	B	*	*	*	A	*	*
ApproachDel:	10.1			12.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	E

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	641	1647	194	446	2506	616	139	280	260	703	732	104
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	670	1722	203	466	2621	644	145	293	272	735	765	109
Added Vol:	0	14	0	0	2	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	1736	203	466	2623	644	145	293	272	733	765	109
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	670	1736	0	466	2623	644	145	293	0	733	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	1736	0	466	2623	644	145	293	0	733	765	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	670	1736	0	466	2623	644	145	293	0	733	765	0
OvlAdjVol:						571						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.00	0.14	0.39	0.38	0.04	0.06	0.00	0.22	0.15	0.00
OvlAdjV/S:						0.34						
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	0	1771	610	0	1900	1700	0	0	0	1450	0	899
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1852	638	0	1987	1778	0	0	0	1516	0	940
Added Vol:	0	14	21	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1866	659	0	1987	1778	0	0	0	1524	0	940
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1866	0	0	1987	0	0	0	0	1524	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1866	0	0	1987	0	0	0	0	1524	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1866	0	0	1987	0	0	0	0	1524	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.30	0.00	0.00
Crit Moves:		****			****						****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road									I-405 SB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0 1	0	0	4 0 1	2	0	0 0 2	0	0	0 0 0
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	0	1714	619	0	3024	294	689	0	1651	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1792	647	0	3162	307	720	0	1726	0	0	0
Added Vol:	0	34	42	0	9	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1826	689	0	3171	307	720	0	1728	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1826	0	0	3171	0	720	0	1728	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1826	0	0	3171	0	720	0	1728	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1826	0	0	3171	0	720	0	1728	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6800	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.47	0.00	0.21	0.00	0.51	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4 0 1	2	0	4 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	162	1464	184	595	2650	526	283	222	85	405	512	613
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	169	1531	192	622	2771	550	296	232	89	424	535	641
Added Vol:	0	76	0	0	10	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1607	192	622	2781	550	296	232	89	422	535	641
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	169	1607	192	622	2781	0	296	232	89	422	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1607	192	622	2781	0	296	232	89	422	535	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	169	1607	192	622	2781	0	296	232	89	422	535	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.11	0.18	0.41	0.00	0.09	0.07	0.05	0.12	0.16	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4 0 1	1	0	3 0 1	2	0	0 1 0	1	0	1 1 0
Volume Module: ITAM 2015 AM Peak Hour												
Base Vol:	224	1543	11	48	2187	477	62	11	37	36	59	145
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	234	1614	12	50	2287	499	65	12	39	38	62	152
Added Vol:	0	76	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1690	12	50	2296	499	65	12	39	38	62	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1690	12	50	2296	499	65	12	39	38	62	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1690	12	50	2296	499	65	12	39	38	62	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1690	12	50	2296	499	65	12	39	38	62	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.23	0.77	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	390	1310	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.01	0.03	0.45	0.29	0.02	0.03	0.03	0.02	0.04	0.09
Crit Moves:	****				****		****					****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3 1 0	2	0	2 1 0	2	0	2 0 1	2	0	2 0 1
Volume Module: ITAM 2015 AM Peak Hour												
Base Vol:	180	1397	64	297	1787	148	152	278	41	542	452	201
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	188	1461	67	311	1869	155	159	291	43	567	473	210
Added Vol:	20	76	14	0	9	0	0	0	5	2	0	0
Committed P:	0	32	0	0	74	0	0	2	1	1	3	0
Initial Fut:	208	1569	81	311	1952	155	159	293	49	570	476	210
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:	208	1569	81	311	1952	155	159	293	0	570	476	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1569	81	311	1952	155	159	293	0	570	476	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	208	1569	81	311	1952	155	159	293	0	570	476	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.80	0.20	2.00	2.78	0.22	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6466	334	3400	4725	375	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.09	0.41	0.41	0.05	0.09	0.00	0.17	0.14	0.12
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	1	0	0	1!	0	0
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	153	1526	1	5	1874	497	134	2	26	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	160	1596	1	5	1960	520	140	2	27	0	0	0
Added Vol:	0	109	0	0	20	-5	-1	0	0	0	0	0
Committed P:	0	30	0	0	74	1	0	0	0	0	0	0
Initial Fut:	160	1735	1	5	2054	516	139	2	27	0	0	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	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	1.00
PHF Volume:	160	1735	1	5	2054	0	139	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1735	1	5	2054	0	139	2	0	0	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	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	1.00
FinalVolume:	160	1735	1	5	2054	0	139	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1700	5097	3	1700	5100	1700	3350	50	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.00	0.40	0.00	0.04	0.04	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	0	4	0	1	1	0	0	1	0	0	1	0	1
Volume Module:ITAM 2015 AM Peak Hour												
Base Vol:	8	1639	37	313	1896	10	23	0	27	7	2	298
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	8	1714	39	327	1983	10	24	0	28	7	2	312
Added Vol:	43	-2	0	5	5	11	90	4	154	0	3	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1712	39	332	1988	21	114	4	182	7	5	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1712	39	332	1988	21	114	4	182	7	5	311
Reduct Vol:	2	0	0	0	0	3	1	0	0	0	0	0
Reduced Vol:	49	1712	39	332	1988	18	113	4	182	7	5	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1712	39	332	1988	18	113	4	182	7	5	311
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.93	0.07	2.00	4.00	1.00	1.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	1700	4987	113	3400	6800	1700	1700	37	1663	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.10	0.29	0.01	0.07	0.11	0.11	0.00	0.00	0.18
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1	1	0 0	0	0	0 0	0
Volume Module:												
Base Vol:	510	717	554	0	629	227	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	769	594	0	674	243	0	0	0	0	0	0
Added Vol:	0	19	0	0	28	69	0	0	0	0	0	0
Committed P:	29	48	21	0	89	13	0	0	0	0	0	0
Initial Fut:	576	836	615	0	791	325	0	0	0	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:	576	836	615	0	791	325	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	836	615	0	791	325	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	576	836	615	0	791	325	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.73	1.27	0.00	2.83	1.17	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2765	2035	0	4535	1865	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.30	0.00	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1203	28	0	698	0	656	255	998	0	0	0
Added Vol:	0	4	0	0	28	0	14	0	0	0	0	0
Committed P:	0	116	0	0	90	0	5	4	111	0	0	0
Initial Fut:	0	1323	28	0	816	0	675	259	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1323	28	0	816	0	675	259	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1323	28	0	816	0	675	259	1109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1323	28	0	816	0	675	259	1109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7835	165	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.00	0.17	0.00	0.21	0.16	0.35	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	13	1446	33	85	1543	26	123	0	42	20	0	39
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1550	35	91	1654	28	123	0	42	20	0	39
Added Vol:	0	4	0	0	28	0	0	0	0	0	0	0
Committed P:	6	30	0	0	76	14	1	0	1	0	0	0
Initial Fut:	20	1584	35	91	1758	42	124	0	43	20	0	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:	20	1584	35	91	1758	42	124	0	43	20	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1584	35	91	1758	42	124	0	43	20	0	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
FinalVolume:	20	1584	35	91	1758	42	124	0	43	20	0	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6260	140	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.06	0.27	0.03	0.04	0.00	0.03	0.01	0.00	0.02
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #30 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	90	1217	181	63	1192	256	413	105	35	284	134	167
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1305	194	68	1278	274	413	105	35	284	134	167
Added Vol:	0	4	0	0	28	0	0	0	0	0	0	0
Committed P:	0	93	5	0	178	0	0	1	0	1	1	4
Initial Fut:	96	1402	199	68	1484	274	413	106	35	285	135	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	96	1402	199	68	1484	274	413	106	35	285	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1402	199	68	1484	274	413	106	35	285	135	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	96	1402	199	68	1484	274	413	106	35	285	135	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2546	654	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.12	0.02	0.31	0.17	0.16	0.16	0.02	0.09	0.08	0.00
Crit Moves:	****				****		****			****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Carlson Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	1	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	454	122	144	27	26	227	441	518	69	195	899	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	475	128	151	28	27	237	461	542	72	204	940	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	475	128	151	28	27	237	461	542	72	204	938	91
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	475	128	151	28	27	0	461	542	72	204	938	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	128	151	28	27	0	461	542	72	204	938	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	475	128	151	28	27	0	461	542	72	204	938	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	3400	1700	1700	3400	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.09	0.01	0.02	0.00	0.14	0.16	0.04	0.12	0.28	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Carlson Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	1	1	0
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	0	0	0	146	2	364	113	474	0	0	856	87
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	153	2	381	118	496	0	0	895	91
Added Vol:	0	0	0	0	0	0	0	14	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	153	2	381	118	510	0	0	897	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	153	2	381	118	510	0	0	897	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	153	2	381	118	510	0	0	897	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	153	2	381	118	510	0	0	897	91
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	0.57	0.43	1.00	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	970	730	1700	1700	1700	0	0	3087	313
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.22	0.07	0.30	0.00	0.00	0.29	0.29
Crit Moves:						****	****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Harvard Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1	1	0 1	1 0
Volume Module: ITAM 2015 AM Peak Hour												
Base Vol:	97	292	24	147	714	457	140	248	54	132	757	188
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	101	305	25	154	747	478	146	259	56	138	792	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	305	25	154	747	478	146	259	56	138	790	197
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:	101	305	25	154	747	478	146	259	0	138	790	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	305	25	154	747	478	146	259	0	138	790	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	101	305	25	154	747	478	146	259	0	138	790	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1700	3142	258	1700	3400	1700	3400	3400	1700	1700	2722	678
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.09	0.22	0.28	0.04	0.08	0.00	0.08	0.29	0.29
Crit Moves:	****					****	****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 2	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	401	1488	0	0	235	143	0	0	0	136	957	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:	401	1488	0	0	235	143	0	0	0	136	957	157
Added Vol:	0	0	0	0	0	0	0	0	0	14	55	0
Committed P:	0	6	0	0	1	2	0	0	0	0	8	0
Initial Fut:	401	1494	0	0	236	145	0	0	0	150	1020	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:	401	1494	0	0	236	145	0	0	0	150	1020	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1494	0	0	236	145	0	0	0	150	1020	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
FinalVolume:	401	1494	0	0	236	145	0	0	0	150	1020	157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.47	0.53
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5546	854
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.09	0.18	0.18
Crit Moves:		****		****							****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #35 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:												
Base Vol:	93	858	0	0	132	102	0	0	0	392	1071	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	858	0	0	132	102	0	0	0	392	1071	222
Added Vol:	0	-2	0	0	0	0	0	0	0	0	69	0
Committed P:	6	8	0	0	26	0	0	0	0	50	1	0
Initial Fut:	99	864	0	0	158	102	0	0	0	442	1141	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	864	0	0	158	102	0	0	0	442	1141	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	864	0	0	158	102	0	0	0	442	1141	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	864	0	0	158	102	0	0	0	442	1141	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.12	3.39	0.49
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1787	5431	782
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.00	0.00	0.05	0.03	0.00	0.00	0.00	0.25	0.21	0.28
Crit Moves:		****			****							****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #36 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	854	174	99	274	0	1065	1468	420	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	916	187	99	274	0	1065	1468	420	0	0	0
Added Vol:	0	0	2	0	14	0	0	-5	0	0	0	0
Committed P:	0	4	0	0	1	0	3	26	0	0	0	0
Initial Fut:	0	920	189	99	289	0	1068	1489	420	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	920	189	99	289	0	1068	1489	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	920	189	99	289	0	1068	1489	420	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	920	189	99	289	0	1068	1489	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.15	0.85	1.00	3.00	0.00	1.67	2.33	2.00	0.00	0.00	0.00
Final Sat.:	0	6639	1361	1600	4800	0	2673	3727	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.06	0.06	0.00	0.40	0.40	0.13	0.00	0.00	0.00
Crit Moves:		****			****			****				

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #37 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	269	253	178	345	0	673	967	144	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	269	253	178	345	0	673	967	144	0	0	0
Added Vol:	0	0	0	0	0	0	-2	-1	0	0	0	0
Committed P:	0	14	14	0	76	0	0	2	25	0	0	0
Initial Fut:	0	283	267	178	421	0	671	968	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	283	267	178	421	0	671	968	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	267	178	421	0	671	968	169	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	283	267	178	421	0	671	968	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.06	1.94	2.00	2.00	0.00	1.64	2.92	0.44	0.00	0.00	0.00
Final Sat.:	0	3293	3107	3200	3200	0	2620	4666	713	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.06	0.13	0.00	0.26	0.21	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	81	0	0	0	0	2406	266	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	0	81	0	0	0	0	2406	266	0	0	0
Added Vol:	0	0	0	0	0	0	0	14	0	0	0	0
Committed P:	0	0	2	0	0	0	0	50	1	0	0	0
Initial Fut:	0	0	83	0	0	0	0	2470	267	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	83	0	0	0	0	2470	267	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	83	0	0	0	0	2470	267	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	83	0	0	0	0	2470	267	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.17	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	63	912	306	8	449	31	86	143	94	166	34	7
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	978	328	9	481	33	86	143	94	166	34	7
Added Vol:	0	2	0	0	14	0	0	0	0	0	0	0
Committed P:	0	2	26	0	0	0	0	0	1	6	0	0
Initial Fut:	68	982	354	9	495	33	86	143	95	172	34	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	982	354	9	495	33	86	143	95	172	34	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	982	354	9	495	33	86	143	95	172	34	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	982	354	9	495	33	86	143	95	172	34	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.20	0.80	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1923	1277	3200	1327	273
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.22	0.01	0.10	0.02	0.05	0.07	0.07	0.05	0.03	0.03
Crit Moves:			****	****				****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: ITAM 2015 AM Peak Hour												
Base Vol:	89	543	310	104	1651	203	189	367	15	35	418	238
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	93	568	324	109	1726	212	198	384	16	37	437	249
Added Vol:	0	0	0	0	0	2	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	568	324	109	1726	214	212	384	16	37	437	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	568	324	109	1726	214	212	384	16	37	437	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	568	324	109	1726	214	212	384	16	37	437	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	568	324	109	1726	214	212	384	16	37	437	249
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
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.:	1785	3570	1785	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.18	0.06	0.48	0.12	0.12	0.11	0.01	0.02	0.12	0.14
Crit Moves:	****				****		****					****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Mesa Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	33	0	67	0	0	0	0	903	103	147	1707	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	35	0	70	0	0	0	0	944	108	154	1785	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:	35	0	70	0	0	0	0	944	108	154	1785	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	70	0	0	0	0	944	108	154	1785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	70	0	0	0	0	944	108	154	1785	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	70	0	0	0	0	944	108	154	1785	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.28	0.06	0.09	0.53	0.00
Crit Moves:			****				****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #42 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	California Avenue						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	38	0	82	0	0	0	0	1008	300	710	1072	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	40	0	86	0	0	0	0	1054	314	742	1121	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:	40	0	86	0	0	0	0	1054	314	742	1121	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	86	0	0	0	0	1054	314	742	1121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	86	0	0	0	0	1054	314	742	1121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	86	0	0	0	0	1054	314	742	1121	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	3400	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.18	0.22	0.33	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[8.6]

Street Name:	Driveway						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	1	0 0 0	0	0	0 0	1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	1	0	14	0	0	0	0	80	21	46	333	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:	1	0	14	0	0	0	0	80	21	46	333	0
Added Vol:	-1	0	-1	0	0	0	0	0	-6	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	0	0	0	0	80	15	41	333	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	13	0	0	0	0	80	15	41	333	0
Reduct Vol:	0	0	1	0	0	0	0	0	4	9	0	0
FinalVolume:	0	0	12	0	0	0	0	80	11	32	333	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	46	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	91	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1021	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1517	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1021	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1517	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
AM Peak Hour

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

Intersection #238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: F[105.7]

Street Name:	Jamboree Rd						Conexant driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	3	0 0	0 0	4	0 1	1 0	0	0 1	0	0 0	0 0
Volume Module: >> Count Date: 22 Mar 2011 << Existing AM Peak Hour												
Base Vol:	23	1637	0	0	1534	20	3	0	6	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:	23	1637	0	0	1534	20	3	0	6	0	0	0
Added Vol:	0	86	0	0	11	19	21	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1723	0	0	1545	39	24	0	17	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:	23	1723	0	0	1545	39	24	0	17	0	0	0
Reduct Vol:	8	0	0	0	0	7	1	0	1	0	0	0
FinalVolume:	15	1723	0	0	1545	32	23	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	2149	xxxx	386	xxxx	xxxx	xxxxx
Potent Cap.:	423	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	xxxx	618	xxxx	xxxx	xxxxx
Move Cap.:	423	xxxx	xxxxx	xxxx	xxxx	xxxxx	41	xxxx	618	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.0	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	171.6	xxxx	11.0	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			105.7			xxxxxx	
ApproachLOS:		*			*			F			*	

Note: Queue reported is the number of cars per lane.

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Scenario Report

Scenario:	TPO 2018 - w/ Ph1 Uptown PM ICU
Command:	TPO 2018 - w/ Ph1 Uptown PM ICU
Volume:	2018 Ex+Commit - Ph 1 PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Uptown Phase 1 PM
Trip Distribution:	Project
Paths:	Phase 1 Uptown
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Trip Generation Report

Forecast for Uptown Phase 1 PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
100	Uptown Newpo	1.00	Uptown Newport	310.00	170.00	310	170	480	108.4
	Zone 100 Subtotal					310	170	480	108.4
103	Existing Con	1.00	Office/Industr	-6.00	-31.00	-6	-31	-37	-8.4
	Zone 103 Subtotal					-6	-31	-37	-8.4
TOTAL						304	139	443	100.0

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Turning Movement Report
Uptown Phase 1 PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	715	1202	520	281	1077	105	94	725	666	610	696	598	7289
Added	0	7	0	0	15	0	0	0	0	0	0	0	22
Total	715	1209	520	281	1092	105	94	725	666	610	696	598	7311
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2055	1006	594	1730	0	0	0	0	623	0	298	6306
Added	0	7	12	0	15	0	0	0	0	0	0	0	34
Total	0	2062	1018	594	1745	0	0	0	0	623	0	298	6340
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2375	703	617	1408	397	0	0	0	697	294	672	7163
Added	0	19	0	0	15	0	0	0	0	23	0	0	57
Total	0	2394	703	617	1423	397	0	0	0	720	294	672	7220
#4 MacArthur Blvd/Michelson Dr													
Base	134	1605	108	830	1805	0	471	203	102	487	96	821	6662
Added	0	19	0	0	38	0	0	0	0	0	0	0	57
Total	134	1624	108	830	1843	0	471	203	102	487	96	821	6719
#5 MacArthur Blvd/Campus Dr													
Base	119	1066	85	221	1143	735	368	688	110	128	1143	167	5972
Added	0	16	0	6	32	0	0	0	0	0	0	3	57
Commit	0	58	0	0	27	1	0	0	0	0	0	1	87
Total	119	1140	85	227	1202	736	368	688	110	128	1143	171	6116
#6 MacArthur Blvd/Birch St													
Base	120	722	27	46	916	184	274	197	58	99	391	129	3162
Added	0	18	0	0	33	0	0	0	0	0	-2	-2	47
Commit	0	40	0	0	21	8	18	18	0	0	8	0	113
Total	120	780	27	46	970	192	292	215	58	99	397	127	3322
#7 MacArthur Blvd/Von Karman Ave													
Base	40	588	135	29	850	77	111	173	152	617	88	63	2923
Added	0	18	0	0	33	0	0	0	0	0	0	0	51
Commit	0	46	2	7	34	0	0	0	0	0	1	0	90
Total	40	652	137	36	917	77	111	173	152	617	89	63	3064
#8 MacArthur Blvd/Jamboree Rd													
Base	264	457	393	165	1054	322	208	1037	27	650	992	167	5735
Added	0	0	35	33	0	0	0	107	0	16	52	18	261
Commit	6	42	1	4	21	11	11	70	0	1	49	3	219
Total	270	499	429	202	1075	333	219	1214	27	667	1093	188	6215

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	1314	108	39	1854	0	0	0	0	436	0	191	3942
Added	0	35	11	0	16	0	0	0	0	5	0	0	67
Total	0	1349	119	39	1870	0	0	0	0	441	0	191	4009
#10 MacArthur Blvd NB/Univeristy Dr													
Base	26	0	328	0	0	0	0	941	90	655	782	0	2822
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	0	328	0	0	0	0	941	90	655	782	0	2822
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	100	0	0	0	0	773	36	298	430	0	1645
#12 Von Karman Ave/Main St													
Base	326	1143	289	175	648	203	590	1734	177	128	727	109	6247
Added	0	7	0	0	15	0	0	0	0	0	0	0	22
Total	326	1150	289	175	663	203	590	1734	177	128	727	109	6269
#13 Von Karman Ave/Michelson Dr													
Base	70	1023	110	281	1417	204	218	550	100	187	709	370	5239
Added	0	7	0	0	15	0	0	0	0	0	0	0	22
Total	70	1030	110	281	1432	204	218	550	100	187	709	370	5261
#14 Von Karman Ave/Dupont Dr													
Base	62	1055	94	89	1360	37	21	173	153	66	205	138	3452
Added	0	7	0	0	15	0	0	0	0	0	0	0	22
Total	62	1062	94	89	1375	37	21	173	153	66	205	138	3474
#15 Von Karman Ave/Campus Dr													
Base	88	578	183	234	1029	298	230	660	64	120	848	79	4412
Added	0	-1	0	15	0	0	0	6	0	0	3	8	31
Commit	0	3	3	0	1	0	0	0	0	0	2	0	9
Total	88	580	186	249	1030	298	230	666	64	120	853	87	4452
#16 Von Karman Ave/Birch St													
Base	44	428	58	18	602	123	106	189	19	10	217	41	1855
Added	0	0	0	0	0	0	0	-1	0	0	-4	-1	-6
Total	44	428	58	18	602	123	106	188	19	10	213	40	1849
#17 Teller Ave/Campus Dr													
Base	42	119	69	138	130	152	71	912	28	52	455	82	2249
Added	0	0	0	0	0	0	0	22	0	0	11	0	33
Total	42	119	69	138	130	152	71	934	28	52	466	82	2282

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	0	0	0	0	0	-1	0	0	-5	0	-6
Total	16	20	43	32	2	46	43	257	7	4	138	8	616
#19 Jamboree Rd/Main St													
Base	585	2809	510	341	2407	208	497	1251	782	595	377	314	10676
Added	0	7	-2	0	15	0	0	0	0	0	0	0	20
Total	585	2816	508	341	2422	208	497	1251	782	595	377	314	10696
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	3671	962	0	2683	1192	0	0	0	768	0	239	9516
Added	0	5	9	0	15	0	0	0	0	46	0	0	75
Total	0	3676	971	0	2698	1192	0	0	0	814	0	239	9591
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	3005	1119	0	2997	669	1543	0	1060	0	0	0	10394
Added	0	14	22	0	61	0	0	0	23	0	0	0	120
Total	0	3019	1141	0	3058	669	1543	0	1083	0	0	0	10514
#22 Jamboree Rd/Michelson Dr													
Base	71	2504	581	1158	2115	451	1101	394	178	321	273	724	9871
Added	0	37	-2	0	83	0	0	0	0	0	0	0	118
Total	71	2541	579	1158	2198	451	1101	394	178	321	273	724	9989
#23 Jamboree Rd/Dupont Dr													
Base	96	2479	30	190	2161	219	368	62	281	30	21	54	5993
Added	0	35	0	0	83	0	0	0	0	0	0	0	118
Total	96	2514	30	190	2244	219	368	62	281	30	21	54	6111
#24 Jamboree Rd/Campus Dr													
Base	117	2019	459	386	1841	193	411	567	268	160	389	268	7078
Added	11	35	7	0	83	0	0	0	22	15	0	0	173
Commit	0	72	1	0	44	0	0	3	0	1	2	0	123
Total	128	2126	467	386	1968	193	411	570	290	176	391	268	7374
#25 Jamboree Rd/Birch St													
Base	148	1970	1	1	2004	207	456	0	161	0	0	0	4948
Added	0	58	0	0	121	-1	-4	0	0	0	0	0	174
Commit	0	72	0	0	44	0	0	0	1	0	0	0	117
Total	148	2100	1	1	2169	206	452	0	162	0	0	0	5239
#26 Jamboree Rd/Fairchild Rd													
Base	18	1970	27	294	1981	3	68	26	106	20	10	299	4822
Added	177	0	0	2	1	45	54	3	94	0	11	0	387
Total	195	1970	27	296	1982	48	122	29	200	20	21	299	5209

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	877	1009	896	0	878	537	0	0	0	0	0	0	4197
Added	0	107	0	0	14	38	0	0	0	0	0	0	159
Commit	22	106	57	0	61	8	0	0	0	0	0	0	254
Total	899	1222	953	0	953	583	0	0	0	0	0	0	4610
#28 Jamboree Rd./Bristol St													
Base	0	1947	114	0	961	0	772	502	897	0	0	0	5192
Added	0	30	0	0	14	0	77	0	0	0	0	0	121
Commit	0	179	0	0	61	0	37	24	117	0	0	0	418
Total	0	2156	114	0	1036	0	886	526	1014	0	0	0	5731
#29 Jamboree Rd/Bayview Wy													
Base	51	1771	36	88	1821	62	54	0	27	39	0	86	4037
Added	0	30	0	0	14	0	0	0	0	0	0	0	44
Commit	2	83	0	0	39	3	4	0	10	0	0	0	141
Total	53	1884	36	88	1874	65	58	0	37	39	0	86	4222
#30 Jamboree Rd/University Dr													
Base	40	1536	257	161	1493	380	216	86	12	252	142	88	4663
Added	0	30	0	0	14	0	0	0	0	0	0	0	44
Commit	0	184	8	4	143	0	0	0	0	9	0	2	350
Total	40	1750	265	165	1650	380	216	86	12	261	142	90	5057
#31 Carlson Ave/Michelson Dr													
Base	94	82	357	145	145	473	547	1191	405	287	740	156	4621
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	94	82	357	145	145	473	547	1189	405	287	740	156	4619
#32 Carlson Ave/Campus Dr													
Base	0	0	0	190	0	186	354	1106	0	0	650	127	2614
Added	0	0	0	0	0	0	0	7	0	0	15	0	22
Total	0	0	0	190	0	186	354	1113	0	0	665	127	2636
#33 Harvard Ave/Michelson Dr													
Base	78	936	104	362	597	285	461	999	131	88	410	192	4643
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	78	936	104	362	597	285	461	997	131	88	410	192	4641
#34 Campus Dr/Bristol St N													
Base	478	651	0	0	799	763	0	0	0	235	1956	106	4988
Added	0	0	0	0	0	0	0	0	0	7	29	0	36
Commit	0	2	0	0	2	3	0	0	0	2	39	0	48
Total	478	653	0	0	801	766	0	0	0	244	2024	106	5072

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#35 Birch St/Bristol St N													
Base	156	285	0	0	437	653	0	0	0	417	1475	137	3560
Added	0	0	0	0	0	-2	0	0	0	0	38	0	36
Commit	37	38	0	0	17	0	0	0	0	31	4	0	127
Total	193	323	0	0	454	651	0	0	0	448	1517	137	3723
#36 Campus Dr/Bristol St													
Base	0	708	247	202	837	0	421	900	538	0	0	0	3852
Added	0	0	15	0	7	0	0	-1	0	0	0	0	21
Commit	0	2	0	0	3	0	2	17	1	0	0	0	25
Total	0	710	262	202	847	0	423	916	539	0	0	0	3898
#37 Birch St/Bristol St S													
Base	0	230	242	287	567	0	227	996	124	0	0	0	2673
Added	0	0	0	0	0	0	0	15	0	0	0	0	15
Commit	0	74	77	0	48	0	0	7	15	0	0	0	221
Total	0	304	319	287	615	0	227	1018	139	0	0	0	2909
#38 Bayview Pl/Bristol St													
Base	0	0	250	0	0	0	0	2614	101	0	0	0	2965
Added	0	0	0	0	0	0	0	77	0	0	0	0	77
Commit	0	0	23	0	0	0	0	26	0	0	0	0	49
Total	0	0	273	0	0	0	0	2717	101	0	0	0	3091
#39 Irvine Avenue / Mesa Drive													
Base	49	603	153	6	1243	177	26	53	106	494	170	16	3096
Added	0	15	0	0	7	0	0	0	0	0	0	0	22
Commit	0	1	16	0	2	0	0	0	0	37	0	0	56
Total	49	619	169	6	1252	177	26	53	106	531	170	16	3174
#40 University Dr/Campus Dr													
Base	192	1540	370	78	931	78	384	608	117	249	556	115	5219
Added	0	0	0	0	0	15	7	0	0	0	0	0	22
Total	192	1540	370	78	931	93	391	608	117	249	556	115	5241
#41 Mesa Rd/University Dr													
Base	152	0	204	0	0	0	0	2044	60	139	1093	0	3691
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	152	0	204	0	0	0	0	2044	60	139	1093	0	3691
#42 California Ave/University Dr													
Base	242	0	806	0	0	0	0	1251	59	89	1193	0	3639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	242	0	806	0	0	0	0	1251	59	89	1193	0	3639

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#43 Birch Dwy													
Base	58	0	46	0	0	0	0	310	25	19	80	0	538
Added	-5	0	-5	0	0	0	0	0	-1	-1	0	0	-12
Total	53	0	41	0	0	0	0	310	24	18	80	0	526
#238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]													
Base	42	1730	0	0	1925	12	15	0	46	0	0	0	3770
Added	0	54	0	0	42	78	13	0	7	0	0	0	194
Total	42	1784	0	0	1967	90	28	0	53	0	0	0	3964

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Main St	C	xxxxx	0.780	C	xxxxx	0.782	+ 0.002 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C	xxxxx	0.710	C	xxxxx	0.711	+ 0.001 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	C	xxxxx	0.786	C	xxxxx	0.795	+ 0.010 V/C
# 4 MacArthur Blvd/Michelson Dr	E	xxxxx	0.907	E	xxxxx	0.910	+ 0.003 V/C
# 5 MacArthur Blvd/Campus Dr	D	xxxxx	0.885	D	xxxxx	0.886	+ 0.001 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.479	A	xxxxx	0.499	+ 0.020 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.449	A	xxxxx	0.463	+ 0.014 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	xxxxx	0.721	C	xxxxx	0.769	+ 0.048 V/C
# 9 MacArthur Blvd/Fairchild Rd	B	xxxxx	0.670	B	xxxxx	0.676	+ 0.006 V/C
# 10 MacArthur Blvd NB/Univeristy D	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
# 11 MacArthur Blvd SB/University D	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000 V/C
# 12 Von Karman Ave/Main St	D	xxxxx	0.866	D	xxxxx	0.868	+ 0.002 V/C
# 13 Von Karman Ave/Michelson Dr	E	xxxxx	0.904	E	xxxxx	0.909	+ 0.004 V/C
# 14 Von Karman Ave/Dupont Dr	B	xxxxx	0.621	B	xxxxx	0.625	+ 0.004 V/C
# 15 Von Karman Ave/Campus Dr	E	xxxxx	0.900	E	xxxxx	0.904	+ 0.004 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.350	A	xxxxx	0.348	-0.001 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.539	A	xxxxx	0.545	+ 0.006 V/C
# 18 Teller Ave/Birch St	B	11.5	0.064	B	11.5	0.063	-0.035 D/V
# 19 Jamboree Rd/Main St	E	xxxxx	0.996	E	xxxxx	0.998	+ 0.002 V/C
# 20 Jamboree Rd/I-405 NB Ramps	E	xxxxx	0.920	E	xxxxx	0.930	+ 0.010 V/C
# 21 Jamboree Rd/I-405 SB Ramps	E	xxxxx	0.945	E	xxxxx	0.954	+ 0.009 V/C
# 22 Jamboree Rd/Michelson Dr	F	xxxxx	1.163	F	xxxxx	1.168	+ 0.005 V/C
# 23 Jamboree Rd/Dupont Dr	C	xxxxx	0.750	C	xxxxx	0.766	+ 0.016 V/C

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	D	xxxxx	0.806	D	xxxxx	0.823	+ 0.017 V/C
# 25 Jamboree Rd/Birch St	B	xxxxx	0.664	B	xxxxx	0.695	+ 0.031 V/C
# 26 Jamboree Rd/Fairchild Rd	C	xxxxx	0.742	C	xxxxx	0.774	+ 0.032 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.495	A	xxxxx	0.521	+ 0.026 V/C
# 28 Jamboree Rd./Bristol St	A	xxxxx	0.538	B	xxxxx	0.601	+ 0.063 V/C
# 29 Jamboree Rd/Bayview Wy	A	xxxxx	0.408	A	xxxxx	0.427	+ 0.019 V/C
# 30 Jamboree Rd/University Dr	A	xxxxx	0.547	A	xxxxx	0.594	+ 0.048 V/C
# 31 Carlson Ave/Michelson Dr	D	xxxxx	0.864	D	xxxxx	0.864	-0.001 V/C
# 32 Carlson Ave/Campus Dr	D	xxxxx	0.813	D	xxxxx	0.817	+ 0.004 V/C
# 33 Harvard Ave/Michelson Dr	E	xxxxx	0.914	E	xxxxx	0.913	-0.001 V/C
# 34 Campus Dr/Bristol St N	C	xxxxx	0.710	C	xxxxx	0.722	+ 0.012 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.555	A	xxxxx	0.578	+ 0.023 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.487	A	xxxxx	0.499	+ 0.012 V/C
# 37 Birch St/Bristol St S	A	xxxxx	0.411	A	xxxxx	0.426	+ 0.015 V/C
# 38 Bayview Pl/Bristol St	A	xxxxx	0.487	A	xxxxx	0.510	+ 0.023 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.510	A	xxxxx	0.524	+ 0.013 V/C
# 40 University Dr/Campus Dr	D	xxxxx	0.822	D	xxxxx	0.825	+ 0.004 V/C
# 41 Mesa Rd/University Dr	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000 V/C
# 42 California Ave/University Dr	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 43 Birch Dwy	B	11.2	0.088	B	11.1	0.079	-0.107 D/V
#238 Proj Dwy on Jamboree Rd	E	44.2	0.313	F	168.1	1.104	+123.858 D/V

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0	2	2	0	4	0	1	1	0	3	0	1	2	0	3	0	1
Volume Module:ITAM 2015 PM Peak Hour																				
Base Vol:	684	1149	497	269	1030	100	90	693	637	583	666	572
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	715	1202	520	281	1077	105	94	725	666	610	696	598
Added Vol:	0	7	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	715	1209	520	281	1092	105	94	725	666	610	696	598
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	715	1209	0	281	1092	105	94	725	666	610	696	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	1209	0	281	1092	105	94	725	666	610	696	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	715	1209	0	281	1092	105	94	725	666	610	696	0
OvlAdjVol:									308			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.00	0.08	0.16	0.06	0.06	0.14	0.39	0.18	0.14	0.00
OvlAdjV/S:									0.18			
Crit Moves:	****				****				****	****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:ITAM 2015 PM Peak Hour																				
Base Vol:	0	1965	962	568	1654	0	0	0	0	596	0	285
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2055	1006	594	1730	0	0	0	0	623	0	298
Added Vol:	0	7	12	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2062	1018	594	1745	0	0	0	0	623	0	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2062	1018	594	1745	0	0	0	0	623	0	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2062	1018	594	1745	0	0	0	0	623	0	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2062	1018	594	1745	0	0	0	0	623	0	298
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.17	0.26	0.00	0.00	0.00	0.00	0.18	0.00	0.09
Crit Moves:		****		****						****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	0	2271	672	590	1346	380	0	0	0	667	281	643
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2375	703	617	1408	397	0	0	0	697	294	672
Added Vol:	0	19	0	0	15	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2394	703	617	1423	397	0	0	0	720	294	672
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2394	703	617	1423	397	0	0	0	720	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2394	703	617	1423	397	0	0	0	720	294	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2394	703	617	1423	397	0	0	0	720	294	0
OvlAdjVol:			342									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.41	0.18	0.21	0.23	0.00	0.00	0.00	0.21	0.17	0.00
OvlAdjV/S:			0.20									
Crit Moves:		****			****					****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	E

Street Name:	MacArthur Boulevard						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1.00	0 4.00	1.00	2.00	0 3.00	1.00	2.00	0 1.00	1.00	2.00	0 1.00	1.00
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	128	1535	103	794	1726	0	450	194	98	466	92	785
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	134	1605	108	830	1805	0	471	203	102	487	96	821
Added Vol:	0	19	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1624	108	830	1843	0	471	203	102	487	96	821
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1624	108	830	1843	0	471	203	102	487	96	821
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1624	108	830	1843	0	471	203	102	487	96	821
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1624	108	830	1843	0	471	203	102	487	96	821
OvlAdjVol:												406
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	0	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.06	0.24	0.27	0.00	0.14	0.12	0.06	0.14	0.06	0.48
OvlAdjV/S:												0.24
Crit Moves:		****			****			****				****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	114	1019	81	211	1093	703	352	658	105	122	1093	160
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	119	1066	85	221	1143	735	368	688	110	128	1143	167
Added Vol:	0	16	0	6	32	0	0	0	0	0	0	3
Committed P:	0	58	0	0	27	1	0	0	0	0	0	1
Initial Fut:	119	1140	85	227	1202	736	368	688	110	128	1143	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	119	1140	85	227	1202	736	368	688	110	128	1143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1140	85	227	1202	736	368	688	110	128	1143	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	119	1140	85	227	1202	736	368	688	110	128	1143	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.05	0.13	0.18	0.43	0.11	0.13	0.06	0.04	0.22	0.00
Crit Moves:	****					****	****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	112	673	25	43	854	172	274	197	58	99	391	129
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	722	27	46	916	184	274	197	58	99	391	129
Added Vol:	0	18	0	0	33	0	0	0	0	0	-2	-2
Committed P:	0	40	0	0	21	8	18	18	0	0	8	0
Initial Fut:	120	780	27	46	970	192	292	215	58	99	397	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	120	780	27	46	970	192	292	215	58	99	397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	780	27	46	970	192	292	215	58	99	397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	120	780	27	46	970	192	292	215	58	99	397	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.34	0.66	1.55	1.14	0.31	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5340	1060	2486	1823	491	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.02	0.03	0.18	0.18	0.12	0.12	0.12	0.06	0.12	0.00
Crit Moves:	****				****				****		****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	37	548	126	27	793	72	111	173	152	617	88	63
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	588	135	29	850	77	111	173	152	617	88	63
Added Vol:	0	18	0	0	33	0	0	0	0	0	0	0
Committed P:	0	46	2	7	34	0	0	0	0	0	1	0
Initial Fut:	40	652	137	36	917	77	111	173	152	617	89	63
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:	40	652	137	36	917	77	111	173	0	617	89	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	652	137	36	917	77	111	173	0	617	89	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	652	137	36	917	77	111	173	0	617	89	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.09	0.02	0.19	0.05	0.07	0.05	0.00	0.19	0.06	0.04
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	C

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South 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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	246	426	367	154	983	300	194	967	25	606	925	156
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:	264	457	393	165	1054	322	208	1037	27	650	992	167
Added Vol:	0	0	35	33	0	0	0	107	0	16	52	18
Committed P:	6	42	1	4	21	11	11	70	0	1	49	3
Initial Fut:	270	499	429	202	1075	333	219	1214	27	667	1093	188
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	499	429	202	1075	0	219	1214	27	667	1093	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	499	429	202	1075	0	219	1214	27	667	1093	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	499	429	202	1075	0	219	1214	27	667	1093	188
OvlAdjVol:			96									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.27	0.06	0.22	0.00	0.07	0.25	0.02	0.21	0.23	0.12
OvlAdjV/S:			0.06									
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	MacArthur Boulevard						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0
Volume Module: ITAM 2015 PM Peak Hour												
Base Vol:	0	1257	103	37	1773	0	0	0	0	417	0	183
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1314	108	39	1854	0	0	0	0	436	0	191
Added Vol:	0	35	11	0	16	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1349	119	39	1870	0	0	0	0	441	0	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:	0	1349	119	39	1870	0	0	0	0	441	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1349	119	39	1870	0	0	0	0	441	0	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
FinalVolume:	0	1349	119	39	1870	0	0	0	0	441	0	191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	2.76	0.24	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4688	412	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.02	0.37	0.00	0.00	0.00	0.00	0.26	0.00	0.11
Crit Moves:	****				****					****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #10 MacArthur Blvd NB/Univeristy Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module: ITAM 2015 PM Peak Hour																			
Base Vol:	25	0	314	0	0	0	0	900	86	626	748	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	26	0	328	0	0	0	0	941	90	655	782	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:	26	0	328	0	0	0	0	941	90	655	782	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	328	0	0	0	0	941	90	655	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	328	0	0	0	0	941	90	655	782	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	328	0	0	0	0	941	90	655	782	0
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:																			
Vol/Sat:	0.02	0.00	0.19	0.00	0.00	0.00	0.00	0.18	0.05	0.19	0.23	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:												
Base Vol:	8	0	100	0	0	0	0	773	36	298	430	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	100	0	0	0	0	773	36	298	430	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	100	0	0	0	0	773	36	298	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	100	0	0	0	0	773	36	298	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	100	0	0	0	0	773	36	298	430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	100	0	0	0	0	773	36	298	430	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.87	0.13	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4586	214	3200	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.17	0.17	0.09	0.09	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Von Karman Avenue						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	2	1	0
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	312	1093	276	167	620	194	564	1658	169	122	695	104
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	326	1143	289	175	648	203	590	1734	177	128	727	109
Added Vol:	0	7	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1150	289	175	663	203	590	1734	177	128	727	109
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:	326	1150	289	175	663	203	590	1734	0	128	727	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1150	289	175	663	203	590	1734	0	128	727	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	326	1150	289	175	663	203	590	1734	0	128	727	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.61	0.39
Final Sat.:	3400	3400	1700	1700	3400	1700	3400	5100	1700	3400	4436	664
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.17	0.10	0.20	0.12	0.17	0.34	0.00	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	E

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module: ITAM 2015 PM Peak Hour												
Base Vol:	67	978	105	269	1355	195	208	526	96	179	678	354
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	70	1023	110	281	1417	204	218	550	100	187	709	370
Added Vol:	0	7	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1030	110	281	1432	204	218	550	100	187	709	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	1030	110	281	1432	204	218	550	100	187	709	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1030	110	281	1432	204	218	550	100	187	709	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1030	110	281	1432	204	218	550	100	187	709	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2976	424	1700	2875	525	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.06	0.17	0.48	0.48	0.13	0.19	0.19	0.11	0.21	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Von Karman Avenue						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: ITAM 2015 PM Peak Hour												
Base Vol:	59	1009	90	85	1301	35	20	165	146	63	196	132
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	62	1055	94	89	1360	37	21	173	153	66	205	138
Added Vol:	0	7	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1062	94	89	1375	37	21	173	153	66	205	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1062	94	89	1375	37	21	173	153	66	205	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1062	94	89	1375	37	21	173	153	66	205	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1062	94	89	1375	37	21	173	153	66	205	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.06	0.94	1.00	1.20	0.80
Final Sat.:	1700	3123	277	1700	3400	1700	1700	1804	1596	1700	2032	1368
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.05	0.40	0.02	0.01	0.10	0.10	0.04	0.10	0.10
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	E

Street Name:	Von Karman Avenue									Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	84	553	175	224	984	285	220	631	61	115	811	76
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	88	578	183	234	1029	298	230	660	64	120	848	79
Added Vol:	0	-1	0	15	0	0	0	6	0	0	3	8
Committed P:	0	3	3	0	1	0	0	0	0	0	2	0
Initial Fut:	88	580	186	249	1030	298	230	666	64	120	853	87
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:	88	580	0	249	1030	298	230	666	64	120	853	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	580	0	249	1030	298	230	666	64	120	853	87
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	580	0	249	1030	298	230	666	64	120	853	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1700	3400	1700	1700	2637	763	1700	3400	1700	1700	3084	316
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.00	0.15	0.39	0.39	0.14	0.20	0.04	0.07	0.28	0.28
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #16 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Von Karman Avenue									Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	44	428	58	18	602	123	106	189	19	10	217	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	428	58	18	602	123	106	189	19	10	217	41
Added Vol:	0	0	0	0	0	0	0	-1	0	0	-4	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	428	58	18	602	123	106	188	19	10	213	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	428	58	18	602	123	106	188	19	10	213	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	428	58	18	602	123	106	188	19	10	213	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	428	58	18	602	123	106	188	19	10	213	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.04	0.01	0.19	0.08	0.07	0.06	0.01	0.01	0.07	0.03
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #17 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	40	114	66	132	124	145	68	872	27	50	435	78
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	42	119	69	138	130	152	71	912	28	52	455	82
Added Vol:	0	0	0	0	0	0	0	22	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	119	69	138	130	152	71	934	28	52	466	82
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:	42	119	69	138	130	152	71	934	0	52	466	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	119	69	138	130	152	71	934	0	52	466	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	42	119	69	138	130	152	71	934	0	52	466	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.46	0.54	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1700	1700	1700	1700	784	916	1700	3400	1700	1700	2893	507
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.04	0.08	0.17	0.17	0.04	0.27	0.00	0.03	0.16	0.16
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[11.5]

Street Name:	Teller Avenue									Birch Street					
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	1	0	1	0	1	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	16		20		43	32		2		46	43		258		7	4		143		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:	16		20		43	32		2		46	43		258		7	4		143		8
Added Vol:	0		0		0	0		0		0	0		-1		0	0		-5		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	16		20		43	32		2		46	43		257		7	4		138		8
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		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		20		43	32		2		46	43		257		7	4		138		8
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	16		20		43	32		2		46	43		257		7	4		138		8
Critical Gap Module:																				
Critical Gp:	7.5		6.5		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	425		501		132	375		500		73	146		xxxx		xxxxx	264		xxxx		xxxxx
Potent Cap.:	518		475		899	562		476		981	1448		xxxx		xxxxx	1312		xxxx		xxxxx
Move Cap.:	480		460		899	505		460		981	1448		xxxx		xxxxx	1312		xxxx		xxxxx
Volume/Cap:	0.03		0.04		0.05	0.06		0.00		0.05	0.03		xxxx		xxxx	0.00		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	7.6		xxxx		xxxxx	7.8		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		634		xxxxx	502		xxxx		936	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		0.4		xxxxx	0.2		xxxx		0.2	xxxxx		xxxx		xxxxx	0.0		xxxx		xxxxx
Shrd ConDel:	xxxxx		11.5		xxxxx	12.7		xxxx		9.1	xxxxx		xxxx		xxxxx	7.8		xxxx		xxxxx
Shared LOS:	*		B		*	B		*		A	*		*		*	A		*		*
ApproachDel:			11.5					10.6			xxxxxx					xxxxxx				
ApproachLOS:			B					B			*					*				

Note: Queue reported is the number of cars per lane.

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 1	2	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	559	2686	488	326	2302	199	475	1196	748	569	361	300
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	585	2809	510	341	2407	208	497	1251	782	595	377	314
Added Vol:	0	7	-2	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	585	2816	508	341	2422	208	497	1251	782	595	377	314
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	585	2816	0	341	2422	208	497	1251	0	595	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2816	0	341	2422	208	497	1251	0	595	377	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	585	2816	0	341	2422	208	497	1251	0	595	377	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.00	0.10	0.36	0.12	0.15	0.25	0.00	0.18	0.07	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	E

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	0	3511	920	0	2566	1140	0	0	0	734	0	229
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	3671	962	0	2683	1192	0	0	0	768	0	239
Added Vol:	0	5	9	0	15	0	0	0	0	46	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3676	971	0	2698	1192	0	0	0	814	0	239
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3676	0	0	2698	0	0	0	0	814	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3676	0	0	2698	0	0	0	0	814	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3676	0	0	2698	0	0	0	0	814	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:		****			****					****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.954
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2874	1070	0	2866	640	1476	0	1014	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	3005	1119	0	2997	669	1543	0	1060	0	0	0
Added Vol:	0	14	22	0	61	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3019	1141	0	3058	669	1543	0	1083	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3019	0	0	3058	0	1543	0	1083	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3019	0	0	3058	0	1543	0	1083	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3019	0	0	3058	0	1543	0	1083	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6800	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.45	0.00	0.45	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.168
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	68	2395	556	1107	2023	431	1053	377	170	307	261	692
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	71	2504	581	1158	2115	451	1101	394	178	321	273	724
Added Vol:	0	37	-2	0	83	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2541	579	1158	2198	451	1101	394	178	321	273	724
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	71	2541	579	1158	2198	0	1101	394	178	321	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2541	579	1158	2198	0	1101	394	178	321	273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	71	2541	579	1158	2198	0	1101	394	178	321	273	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.34	0.34	0.32	0.00	0.32	0.12	0.10	0.09	0.08	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module: ITAM 2015 PM Peak Hour												
Base Vol:	92	2371	29	182	2067	209	352	59	269	29	20	52
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	96	2479	30	190	2161	219	368	62	281	30	21	54
Added Vol:	0	35	0	0	83	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	2514	30	190	2244	219	368	62	281	30	21	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	2514	30	190	2244	219	368	62	281	30	21	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	2514	30	190	2244	219	368	62	281	30	21	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	2514	30	190	2244	219	368	62	281	30	21	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.18	0.82	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	306	1394	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.02	0.11	0.44	0.13	0.11	0.20	0.20	0.02	0.01	0.03
Crit Moves:	****				****			****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	D

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module: ITAM 2015 PM Peak Hour												
Base Vol:	112	1931	439	369	1761	185	393	542	256	153	372	256
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	117	2019	459	386	1841	193	411	567	268	160	389	268
Added Vol:	11	35	7	0	83	0	0	0	22	15	0	0
Committed P:	0	72	1	0	44	0	0	3	0	1	2	0
Initial Fut:	128	2126	467	386	1968	193	411	570	290	176	391	268
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:	128	2126	467	386	1968	193	411	570	0	176	391	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2126	467	386	1968	193	411	570	0	176	391	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	128	2126	467	386	1968	193	411	570	0	176	391	268
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.28	0.72	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5575	1225	3400	4644	456	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.11	0.42	0.42	0.12	0.17	0.00	0.05	0.12	0.16
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Jamboree Road									Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0			
Volume Module:	ITAM 2015 PM Peak Hour														
Base Vol:	142	1884	1	1	1916	198	436	0	154	0	0	0			
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05			
Initial Bse:	148	1970	1	1	2004	207	456	0	161	0	0	0			
Added Vol:	0	58	0	0	121	-1	-4	0	0	0	0	0			
Committed P:	0	72	0	0	44	0	0	0	1	0	0	0			
Initial Fut:	148	2100	1	1	2169	206	452	0	162	0	0	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	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	1.00			
PHF Volume:	148	2100	1	1	2169	0	452	0	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	148	2100	1	1	2169	0	452	0	0	0	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	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	1.00			
FinalVolume:	148	2100	1	1	2169	0	452	0	0	0	0	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00			
Final Sat.:	1700	5097	3	1700	5100	1700	3400	0	1700	0	1700	0			
Capacity Analysis Module:															
Vol/Sat:	0.09	0.41	0.41	0.00	0.43	0.00	0.13	0.00	0.00	0.00	0.00	0.00			
Crit Moves:	****				****		****								

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	17	1884	26	281	1894	3	65	25	101	19	10	286
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	1970	27	294	1981	3	68	26	106	20	10	299
Added Vol:	177	0	0	2	1	45	54	3	94	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1970	27	296	1982	48	122	29	200	20	21	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1970	27	296	1982	48	122	29	200	20	21	299
Reduct Vol:	1	0	0	0	0	1	4	0	0	0	0	0
Reduced Vol:	194	1970	27	296	1982	47	118	29	200	20	21	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1970	27	296	1982	47	118	29	200	20	21	299
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.96	0.04	2.00	4.00	1.00	1.00	0.13	0.87	1.00	1.00	1.00
Final Sat.:	1700	5031	69	3400	6800	1700	1700	217	1483	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.39	0.09	0.29	0.03	0.07	0.13	0.13	0.01	0.01	0.18
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	818	941	836	0	819	501	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	877	1009	896	0	878	537	0	0	0	0	0	0
Added Vol:	0	107	0	0	14	38	0	0	0	0	0	0
Committed P:	22	106	57	0	61	8	0	0	0	0	0	0
Initial Fut:	899	1222	953	0	953	583	0	0	0	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:	899	1222	953	0	953	583	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	899	1222	953	0	953	583	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	899	1222	953	0	953	583	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.69	1.31	0.00	2.48	1.52	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2696	2104	0	3971	2429	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.45	0.45	0.00	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Jamboree Road						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1947	114	0	961	0	772	502	897	0	0	0
Added Vol:	0	30	0	0	14	0	77	0	0	0	0	0
Committed P:	0	179	0	0	61	0	37	24	117	0	0	0
Initial Fut:	0	2156	114	0	1036	0	886	526	1014	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2156	114	0	1036	0	886	526	1014	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2156	114	0	1036	0	886	526	1014	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2156	114	0	1036	0	886	526	1014	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.75	0.25	0.00	3.00	0.00	1.88	1.12	2.00	0.00	0.00	0.00
Final Sat.:	0	7599	401	0	4800	0	3012	1788	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.22	0.00	0.29	0.29	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	48	1652	34	82	1699	58	54	0	27	39	0	86
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1771	36	88	1821	62	54	0	27	39	0	86
Added Vol:	0	30	0	0	14	0	0	0	0	0	0	0
Committed P:	2	83	0	0	39	3	4	0	10	0	0	0
Initial Fut:	53	1884	36	88	1874	65	58	0	37	39	0	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1884	36	88	1874	65	58	0	37	39	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1884	36	88	1874	65	58	0	37	39	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1884	36	88	1874	65	58	0	37	39	0	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6279	121	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.05	0.29	0.04	0.02	0.00	0.02	0.02	0.00	0.05
Crit Moves:		****		****			****					****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #30 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	37	1433	240	150	1393	354	216	86	12	252	142	88
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1536	257	161	1493	380	216	86	12	252	142	88
Added Vol:	0	30	0	0	14	0	0	0	0	0	0	0
Committed P:	0	184	8	4	143	0	0	0	0	9	0	2
Initial Fut:	40	1750	265	165	1650	380	216	86	12	261	142	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	1750	265	165	1650	380	216	86	12	261	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1750	265	165	1650	380	216	86	12	261	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	1750	265	165	1650	380	216	86	12	261	142	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.43	0.57	1.00	1.94	1.06	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2289	911	1600	3109	1691	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.17	0.05	0.34	0.24	0.09	0.09	0.01	0.08	0.08	0.00
Crit Moves:		****		****			****			****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Carlson Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	2	0	1 0 1	2	0	2 0 1	1	0	2 0 1
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	90	78	341	139	139	452	523	1139	387	274	708	149
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	94	82	357	145	145	473	547	1191	405	287	740	156
Added Vol:	0	0	0	0	0	0	0	-2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	82	357	145	145	473	547	1189	405	287	740	156
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	94	82	357	145	145	0	547	1189	405	287	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	82	357	145	145	0	547	1189	405	287	740	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	94	82	357	145	145	0	547	1189	405	287	740	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	3400	1700	1700	3400	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.21	0.04	0.09	0.00	0.16	0.35	0.24	0.17	0.22	0.00
Crit Moves:			****		****			****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	D

Street Name:	Carlson Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	1 0 0	0	0	1 1 0
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	0	0	0	182	0	178	339	1058	0	0	622	121
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	190	0	186	354	1106	0	0	650	127
Added Vol:	0	0	0	0	0	0	0	7	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	190	0	186	354	1113	0	0	665	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	190	0	186	354	1113	0	0	665	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	186	354	1113	0	0	665	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	190	0	186	354	1113	0	0	665	127
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.68	0.32
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2857	543
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.21	0.65	0.00	0.00	0.23	0.23
Crit Moves:				****				****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	E

Street Name:	Harvard Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1	1	0 1	1 0
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	75	895	99	346	571	273	441	955	125	84	392	184
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	78	936	104	362	597	285	461	999	131	88	410	192
Added Vol:	0	0	0	0	0	0	0	-2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	936	104	362	597	285	461	997	131	88	410	192
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:	78	936	104	362	597	285	461	997	0	88	410	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	936	104	362	597	285	461	997	0	88	410	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	78	936	104	362	597	285	461	997	0	88	410	192
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	1700	3061	339	1700	3400	1700	3400	3400	1700	1700	2314	1086
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.21	0.18	0.17	0.14	0.29	0.00	0.05	0.18	0.18
Crit Moves:		****		****				****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 2	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	478	651	0	0	799	763	0	0	0	235	1956	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	478	651	0	0	799	763	0	0	0	235	1956	106
Added Vol:	0	0	0	0	0	0	0	0	0	7	29	0
Committed P:	0	2	0	0	2	3	0	0	0	2	39	0
Initial Fut:	478	653	0	0	801	766	0	0	0	244	2024	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:	478	653	0	0	801	766	0	0	0	244	2024	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	653	0	0	801	766	0	0	0	244	2024	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
FinalVolume:	478	653	0	0	801	766	0	0	0	244	2024	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.80	0.20
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6082	318
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.00	0.00	0.13	0.24	0.00	0.00	0.00	0.15	0.33	0.33
Crit Moves:	****					****					****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #35 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	156	285	0	0	437	653	0	0	0	417	1475	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	285	0	0	437	653	0	0	0	417	1475	137
Added Vol:	0	0	0	0	0	-2	0	0	0	0	38	0
Committed P:	37	38	0	0	17	0	0	0	0	31	4	0
Initial Fut:	193	323	0	0	454	651	0	0	0	448	1517	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:	193	323	0	0	454	651	0	0	0	448	1517	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	323	0	0	454	651	0	0	0	448	1517	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
FinalVolume:	193	323	0	0	454	651	0	0	0	448	1517	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.64	2.36	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	2630	3770	0	0	0	1600	6002	398
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.28	0.25	0.34
Crit Moves:	****				****							****

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #36 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0
Volume Module:												
Base Vol:	0	660	230	202	837	0	421	900	538	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	708	247	202	837	0	421	900	538	0	0	0
Added Vol:	0	0	15	0	7	0	0	-1	0	0	0	0
Committed P:	0	2	0	0	3	0	2	17	1	0	0	0
Initial Fut:	0	710	262	202	847	0	423	916	539	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	710	262	202	847	0	423	916	539	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	262	202	847	0	423	916	539	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	710	262	202	847	0	423	916	539	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.26	2.74	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2022	4378	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.16	0.13	0.18	0.00	0.21	0.21	0.17	0.00	0.00	0.00
Crit Moves:			****	****			****					

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #37 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	230	242	287	567	0	227	996	124	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	230	242	287	567	0	227	996	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	15	0	0	0	0
Committed P:	0	74	77	0	48	0	0	7	15	0	0	0
Initial Fut:	0	304	319	287	615	0	227	1018	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	304	319	287	615	0	227	1018	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	304	319	287	615	0	227	1018	139	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	304	319	287	615	0	227	1018	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.64	0.36	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5823	577	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.09	0.19	0.00	0.14	0.17	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	250	0	0	0	0	2614	101	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	0	250	0	0	0	0	2614	101	0	0	0
Added Vol:	0	0	0	0	0	0	0	77	0	0	0	0
Committed P:	0	0	23	0	0	0	0	26	0	0	0	0
Initial Fut:	0	0	273	0	0	0	0	2717	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	273	0	0	0	0	2717	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	273	0	0	0	0	2717	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	273	0	0	0	0	2717	101	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.42	0.06	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	46	562	143	6	1159	165	26	53	106	494	170	16
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	603	153	6	1243	177	26	53	106	494	170	16
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
Committed P:	0	1	16	0	2	0	0	0	0	37	0	0
Initial Fut:	49	619	169	6	1252	177	26	53	106	531	170	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	619	169	6	1252	177	26	53	106	531	170	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	619	169	6	1252	177	26	53	106	531	170	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	619	169	6	1252	177	26	53	106	531	170	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.91	0.09
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1462	138
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.11	0.00	0.26	0.11	0.02	0.03	0.07	0.17	0.12	0.12
Crit Moves:	****				****				****	****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	D

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: ITAM 2015 PM Peak Hour												
Base Vol:	184	1473	354	75	890	75	367	581	112	238	532	110
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	192	1540	370	78	931	78	384	608	117	249	556	115
Added Vol:	0	0	0	0	0	15	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	1540	370	78	931	93	391	608	117	249	556	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:	192	1540	370	78	931	93	391	608	117	249	556	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1540	370	78	931	93	391	608	117	249	556	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1540	370	78	931	93	391	608	117	249	556	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4317	1038	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	0.04	0.26	0.05	0.22	0.17	0.07	0.14	0.16	0.06
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	D

Street Name:	Mesa Road									University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:	ITAM 2015 PM Peak Hour																			
Base Vol:	145	0	195	0	0	0	0	1955	57	133	1045	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	152	0	204	0	0	0	0	2044	60	139	1093	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:	152	0	204	0	0	0	0	2044	60	139	1093	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:	152	0	204	0	0	0	0	2044	60	139	1093	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	0	204	0	0	0	0	2044	60	139	1093	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	0	204	0	0	0	0	2044	60	139	1093	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.00	0.12	0.00	0.00	0.00	0.00	0.60	0.04	0.08	0.32	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #42 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	California Avenue									University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	0	2	0	1	2	0	2	0	0
Volume Module:	ITAM 2015 PM Peak Hour																			
Base Vol:	231	0	771	0	0	0	0	1196	56	85	1141	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	242	0	806	0	0	0	0	1251	59	89	1193	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:	242	0	806	0	0	0	0	1251	59	89	1193	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:	242	0	806	0	0	0	0	1251	59	89	1193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	806	0	0	0	0	1251	59	89	1193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	0	806	0	0	0	0	1251	59	89	1193	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	3400	1700	3400	3400	0
Capacity Analysis Module:																				
Vol/Sat:	0.14	0.00	0.24	0.00	0.00	0.00	0.00	0.37	0.03	0.03	0.35	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.1]

Street Name:	Driveway						Birch St					
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	1	1	0	1 0
Volume Module:												
Base Vol:	58	0	46	0	0	0	0	310	25	19	80	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:	58	0	46	0	0	0	0	310	25	19	80	0
Added Vol:	-5	0	-5	0	0	0	0	0	-1	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	41	0	0	0	0	310	24	18	80	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:	53	0	41	0	0	0	0	310	24	18	80	0
Reduct Vol:	7	0	5	0	0	0	0	0	1	1	0	0
FinalVolume:	46	0	36	0	0	0	0	310	23	17	80	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	396	436	167	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	333	xxxx	xxxxx
Potent Cap.:	587	517	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1238	xxxx	xxxxx
Move Cap.:	581	510	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1238	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	676	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 ConDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Uptown Newport
Year 2018 with Phase 1 - TPO Analysis
PM Peak Hour

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

Intersection #238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: F[168.1]

Street Name:	Jamboree Rd						Conexant driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	3 0 0	0	0	4 0 1	1	0	0 0 1	0	0	0 0 0
Volume Module: >> Count Date: 22 Mar 2011 << Existing PM Peak Hour												
Base Vol:	42	1730	0	0	1925	12	15	0	46	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:	42	1730	0	0	1925	12	15	0	46	0	0	0
Added Vol:	0	54	0	0	42	78	13	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1784	0	0	1967	90	28	0	53	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:	42	1784	0	0	1967	90	28	0	53	0	0	0
Reduct Vol:	1	0	0	0	0	1	9	0	5	0	0	0
FinalVolume:	41	1784	0	0	1967	89	19	0	48	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2056	xxxx	xxxxx	xxxx	xxxx	xxxxx	2644	xxxx	492	xxxx	xxxx	xxxxx
Potent Cap.:	276	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	528	xxxx	xxxx	xxxxx
Move Cap.:	276	xxxx	xxxxx	xxxx	xxxx	xxxxx	17	xxxx	528	xxxx	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	1.10	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	20.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	561.1	xxxx	12.5	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			168.1			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ